

Latitude 38

VOLUME 128, FEBRUARY 1988

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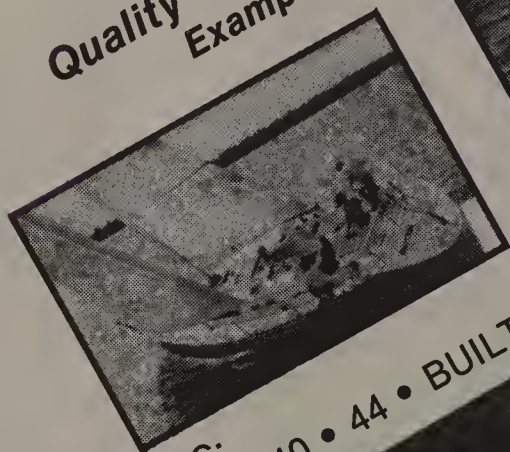


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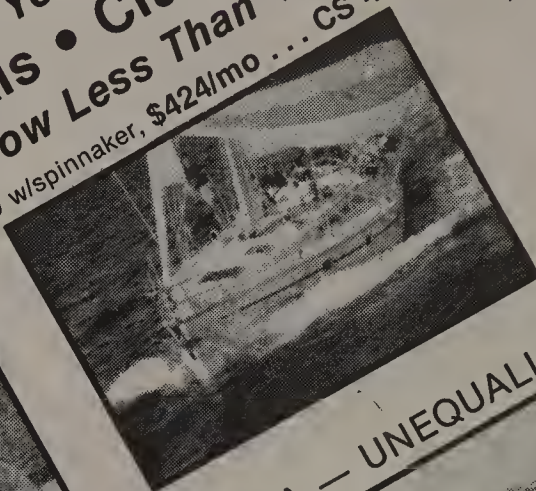
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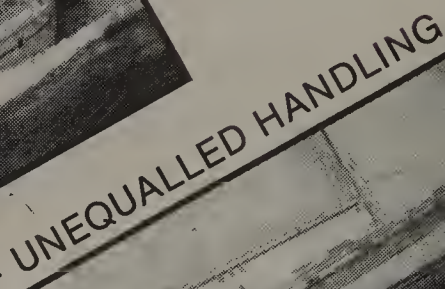
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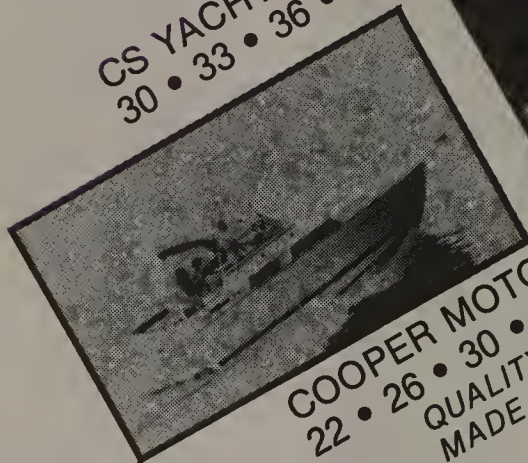
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33' PEARSON	25,000	100's of other Listings.	

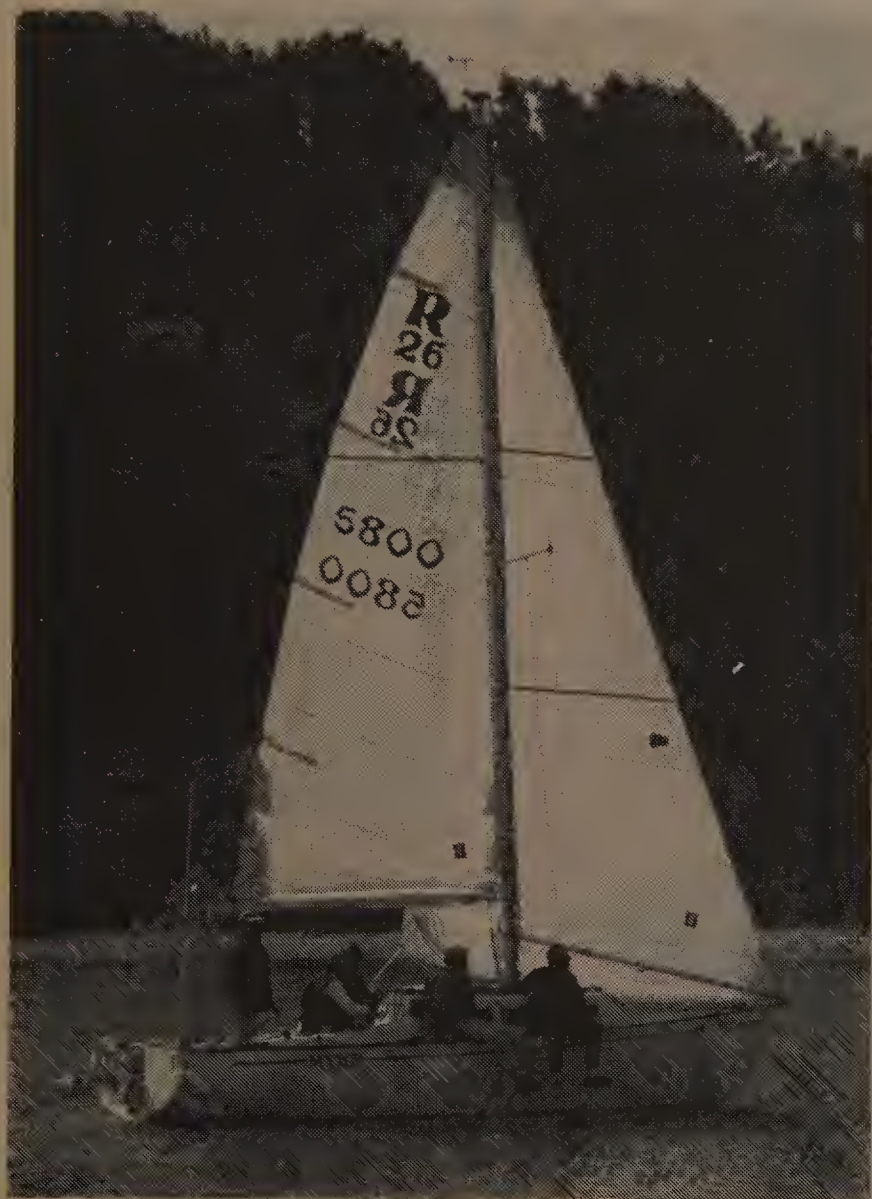
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MYTOY*

Dave and Barbara Adams with their Ranger 26, "Mytoy," enjoy their toys and play for keeps — at least when it comes to trophies. They are current champions of their one-design fleet, finishing first in eight races of the twelve race series. And Barbara won the fall non-spinnaker division in WRA two years in a row.

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It's time you put Pineapple sails on 'your toy.' Give us a call and let's talk about sails that make sailing a whole lot more fun!

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<i>Bénétteau First 51</i>	<i>Oceanis 350</i>
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<i>Bénétteau First 405</i>	<i>Passport 47</i>
<i>Bénétteau First 375</i>	<i>Passport 42</i>
<i>Bénétteau First 305</i>	<i>Passport 40</i>
<i>Bénétteau First 285</i>	<i>Passport 37</i>
<i>Bénétteau First 235</i>	

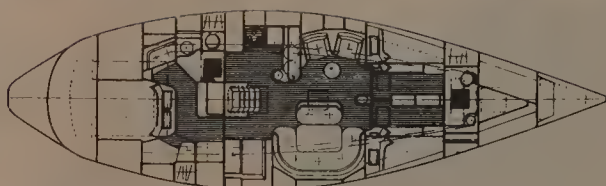
At Passage Yachts, you can choose from two of the finest value-for-money yachts available today.

Our fleet of handcrafted Passport Yachts, from 37' to 51', are world class cruisers featuring custom interiors that can be built to your specifications.

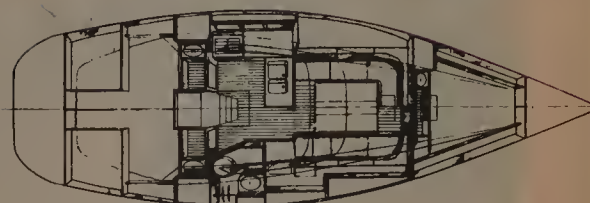
We also carry Bénétteau, from 23' to 51'. With over 100 years experience, Bénétteau, has developed a reputation for swift, comfortable boats that make sailing a great family experience.

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We know how important it is to choose the right boat. So call today or come to our docks and see these great sailboats for yourself. The choice is yours.



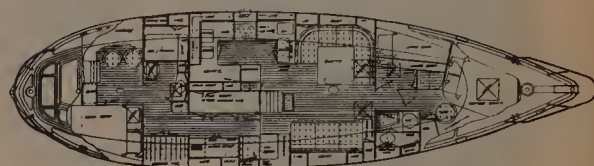
Bénétteau First 51



Oceanis 350



Bénétteau First 42



Passport 51



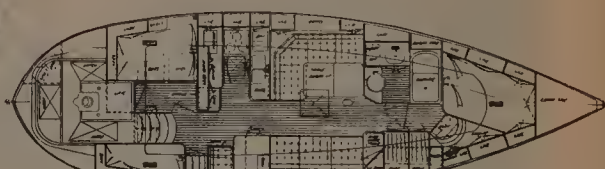
Bénétteau First 405



Passport 47



Bénétteau First 375



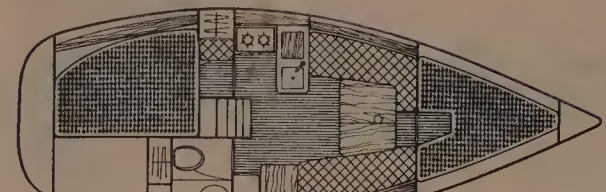
Passport 42



Bénétteau First 305



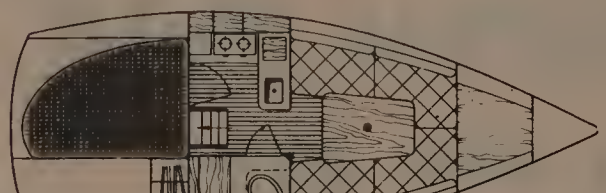
Passport 40



Bénétteau First 285



Passport 37



Bénétteau First 235



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Are you sure this is the shape of speed?
It feels more like the shape of slow.
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We pay the sales tax in February! on "Trade-In Specials"

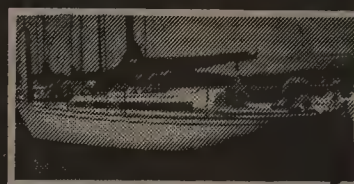
57' Steel, Abeking & Rassmussen	225,000
55' Steel Staysail Ketch	385,000
51' Passport, loaded (2)	224,000
48' Cheoy Lee Ketch	125,000
47' Formosa 1981	139,000
47' Passport	225,000
47' Valiant	250,000
46' Island Trdr Ketch	149,000
45' Lancer, Motor Sailer	125,000
45' Brewer, ctr. cockpit	105,000
44' Peterson, ctr cockpit	125,000
43' Rogers, 32.1 1OR Rating	119,000
42' Pearson 424 Ketch (2)	125,000
41' Perry	125,000
41' Whitby Caribe	45,000
41' Newport	75,000
40' X-1 TON	125,000
40' Farr One Ton (2)	115,000
40' Bénéteau One Ton (2)	115,000
40' Passport (2)	145,000
41' Morgan (2)	85,000
40' Lidgard	79,500
40' Farr One Ton (2)	115,000
38' Hood	99,000
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
38' Catalina, Beautiful	79,000
37' Rafiki Cutter	78,000
36' Allied Ketch	64,900
36' Islander	49,500
35' Spencer	40,000
35' Santana	54,950
35' Colombia 10.7	44,500
35' Fast 345	52,500
35' Mariner Ketch	35,000
34' O'Day	54,000
34' Cal, Very Clean	34,500
34' Wylie (2)	48,000
33' Wylie, Cold Mold	55,000
33' Hunter	41,950
33' Nor'West 33	58,000
32' Traveller	43,950
32' Pearson 323	35,900
32' Islander	39,700
32' Bénéteau 325	66,000
30' Islander	26,500
30' Newport	29,800
30' Pearson (2)	29,000
30' Catalina	30,000
30' Ericson 30+	42,500
30' Cal 3-30	31,000
30' Island Bahama	38,000
30' Hunter (2)	32,500
29' Cal 2-29, Diesel	22,300
28' Ericson 28+	38,950
28' Islander (3)	28,000
28' Pearson	31,500
28' San Juan	30,000
27' Cal 2-27 (2)	21,000
27' Cal T-2	11,200
27' Ericson (2)	18,900
26' Yamaha	27,500
26' Yamaha	27,500
26' Pearson	16,200
26' Intl Folkboat	10,000
23' Ranger	11,000



Newport 30 MKII. Excellent one-design of cruiser. Diesel. Four sails. Asking \$30,000.



Pearson 424. This comfortable and inviting yacht will make an excellent liveaboard or cruiser. She's fully equipped. Seriously for sale in mint condition. \$125,000.



Pearson 323. Quality by Pearson. Spic and span. Wheel steering. Great boat for Bay and Coast. Owner anxious. Reduced to \$34,950.



Rafiki 37. Excellent choice for a serious off shore cruiser. SATNAV, refrigeration, auto-pilot. This Mexican vet has enjoyed TLC. New epoxy bottom, fresh varnish. Bristol \$78,000. Sistership.



Yamaha 26, 1984. Superior quality is reflected in every detail of this yacht. Long inventory includes diesel, dodger, instruments, and 5 bags of Hood. Recent survey calls her a good buy at \$27,500.

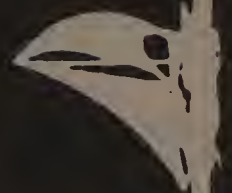


Islander 36. Very popular Bay Area cruiser is ready to go. Just hauled, surveyed, and painted. Sistership. \$49,500.

3-One Tonners for Sale

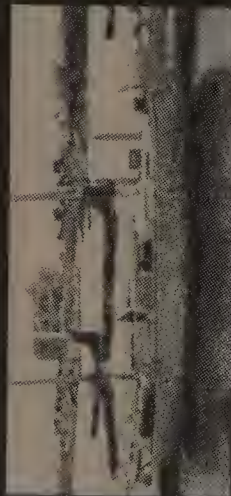


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South Pacific veteran,
completely refurbished,
nice aft cabin. Try \$65,000



46' SEA EAGLE

New boat, never sold.
In production ten years.
Try \$100,000



41' MORGAN

1982. Radar, SatNav, AP,
vane, dodger, roller furler.
Asking \$95,000



39' O'DAY

1983. Three cabin privacy,
like new condition,
owner wants offer. Try \$69,000



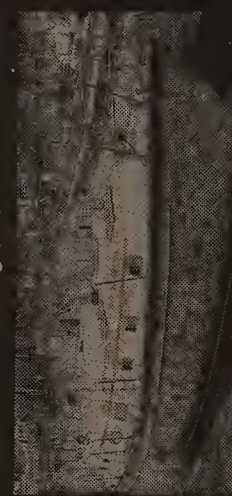
39' WESTSAIL

1980. Bob Perry cruiser/liveaboard.
Excellent condition — must see!
Try \$65,000



38' CATALINA

3 from
\$45,000



38' PEARSON

1980. Center cockpit,
excellent condition.
out of state seller.
Try \$100,000



36' CHEOY LEE

One owner boat, excellent
condition. Full keel, offshore
cruiser. Try \$45,000



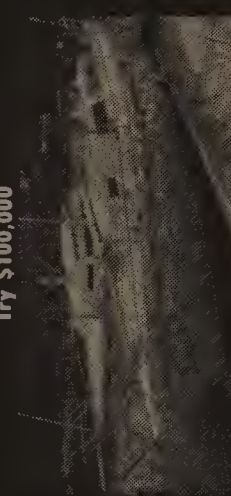
36' ISLANDER

Popular racer/cruiser.
Six from \$36,000



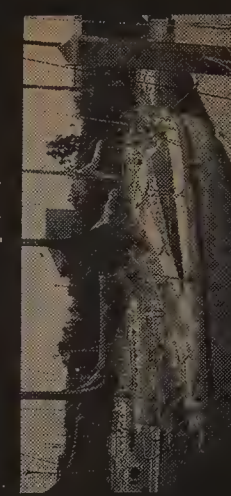
35' FUJI

Lloyd's certified
full keel offshore cruiser.
Asking \$45,000



33' PETERSON

Excellent condition,
two boat owner says 'sell!'
Try \$34,000



33' YAMAHA

Well-designed racer/cruiser,
excellent condition.
Try \$34,000



32' UNION
1984. Like new.
Try \$49,000



30' ERICSON
1982. Absolutely like new.
Motivated seller.
Try \$39,000



29' POINTEN
Fast, Fast, Fast
Fun, Fun, Fun!!
Try \$23,000



28' ISLANDER
1984. Absolutely like new.
Try \$27,000



27' C&C
Wheel, diesel,
roller furling, like new.
Try \$22,000



27' CATALINA
1985. Diesel, wheel.
Like new. Try \$24,000



26' RANGER
Gary Mull design,
excellent condition.
Try \$8,000



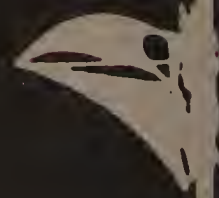
25' CATALINA
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absolutely like new.
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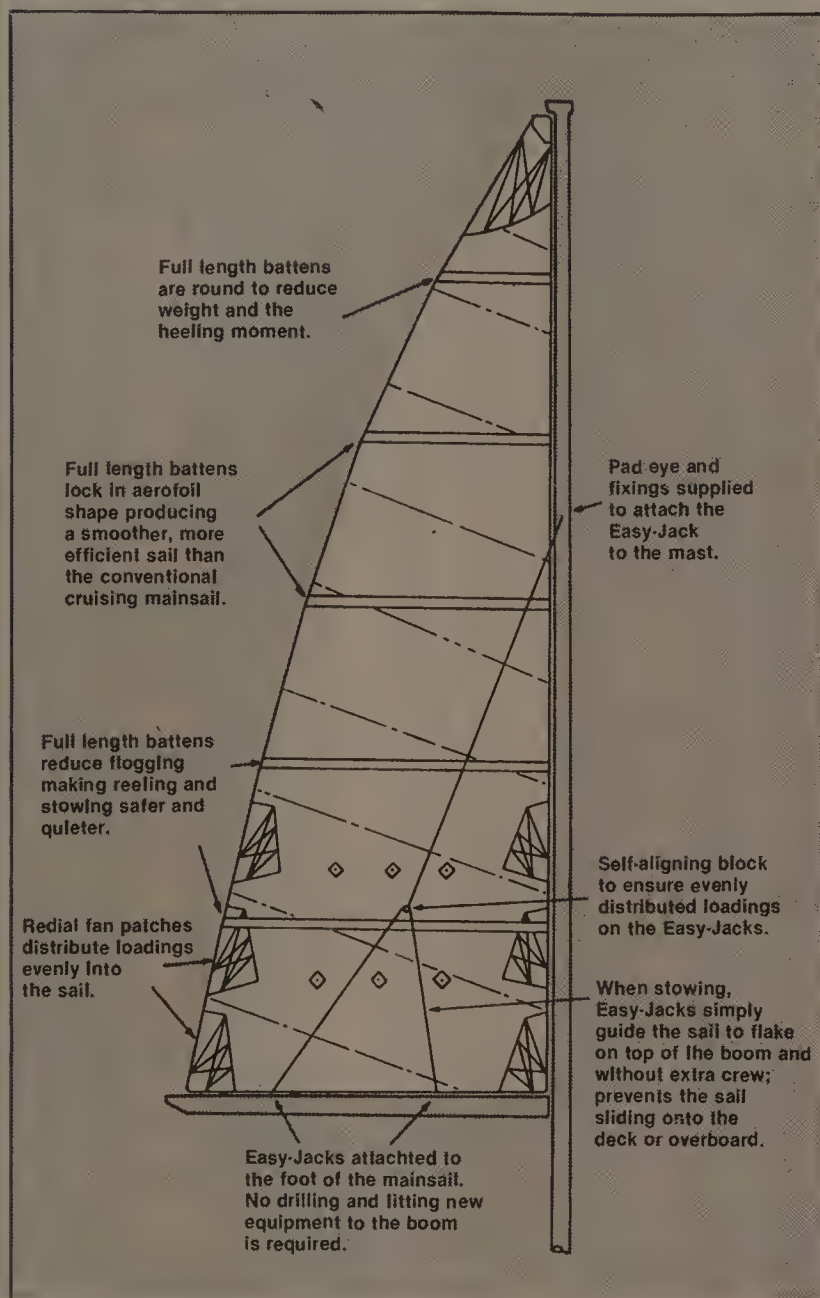
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Easy-Stow Mainsail

Take the flog out of handling your mainsail with Hood's Easy-Stow



Have you ever been in the situation where you need another pair of hands to reef or stow your mainsail?

Now Hood has developed the Easy-Stow Mainsail, drawing on their experience of shorthanded multihull sailing. The mainsail is your most important sail, used every time you leave the mooring; it needs to be easily handled and reduced efficiently in area as the wind increases. Hood's Easy-Stow dispenses with the need for that extra pair of hands!

When reefing, the full length battens will steady the sail while you handle the lines in the normal way.

And, when you've finished sailing for the day, just lower the halyard and let the Easy-Jacks take the strain; the battens keep the sail between the Easy-Jack lines, which run from mast to boom, without assistance. The sail flakes itself, batten by batten, neatly and quietly on top of the boom. The sail stays on the boom and off the deck, making your family sailing and cruising much more enjoyable.

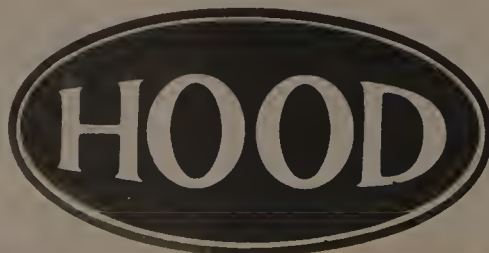
The Easy-Stow is a fully battened mainsail which retains a constant aerofoil profile over a wider wind range, held in shape by round pultruded fiberglass battens. In true Hood tradition the fabrics used are manufactured to a high specification with soft finish and tight weave for easy of handling and longevity.

Your Easy-Stow Mainsail come complete with Easy-Jacks, self-aligning blocks, battens, etc. The only installation requirement, is the fitting of two pad eyes to the mast.

EASY-STOW MAINSAIL — THE ULTIMATE IN EASE OF HANDLING AND INCREASED PERFORMANCE AND EFFICIENCY. CALL US FOR A QUOTE TODAY.

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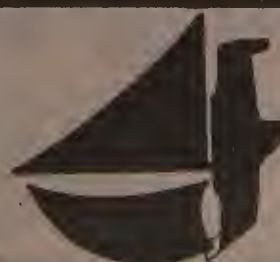
"we go where the wind blows"

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NEW DEALERS FOR ISLAND PACKET 27-31-38



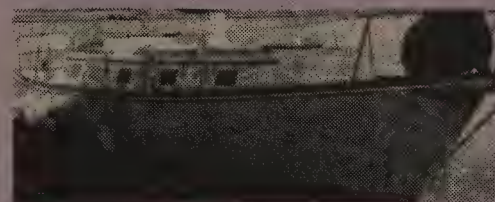
IRWIN 52 Huge and Bristol Caribbean charter queen. Spacious, comfortable cruising. Fully equipped, sails, furling jib, complete electronics and safety equipment. Ready to go. \$145,000.



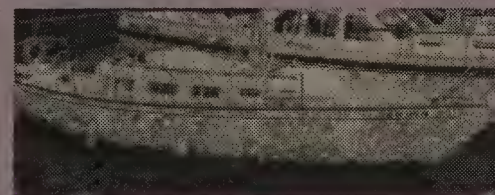
WESTSAIL 43 Custom built in 1976 for the V.P. of Quality Control for Westsail. Steel reinforced bow, insulated hull and deck, ash overhead, cedar lockers, oversized rigging. \$104,900.



NORBELLE 37 Rare Swan sister from Finland. Teak decks, elk hide headliner, mahogany interior. Just returned from circumnavigating the Atlantic. \$59,950.



GULFSTAR 37 Excellent condition inside/out, all new standing rigging, VHF, depth w/ alarm, h&c pressure water w/ shower/refrigeration, great galley & sit down nav station. \$69,500.



RANGER 33 A Gary Mull classic that sails great and will always look great. This one has been beautifully prepared to sell. \$35,900.



DEFENDER 29 The immaculate restoration is better than new on this plastic fantastic classic. \$18,750.



HALBERG RASSY 42 1985 Swedish beauty. Mahogany interior is pure Scandinavian class. By one of the world's first rate builders, this one has pages of off-shore gear. \$189,500.



BREWER 45 Step inside. Music plays softly as light from the fireplace flickers off the antique lamps. Repair to the master stateroom and hang your coat in the walk-in closet. Make yourself at home. \$99,500.



GULFSTAR 43 Complete 6k epoxy underbody, new interior cushion covers — now a drastic asking price reduction. This is a versatile, proven cruiser/liveaboard. \$79,500.



MORGAN 32 With 11.5 beam this is a spacious 32 with full cruise gear — she's already seen the Bahamas. Five sails including spinnaker. \$39,900.



SANTANA 35 Join one of the most active and skillful racing fleets on the Bay. Owner has a new boat & is very eager to sell. Bring any offer.



MERIT 22 Easily trailered to any lake or bay on the continent. Completely equipped with every go-fast gizmo tackle the best racing fleet anywhere! \$12,900.

SELECTED SAIL BROKERAGE

21' FREEDOM	(2)	13,900
23' AQUARIUS		4,950
25' CATALINA		14,900
25' CUSTOM BAHAMA		17,900
25' HUNTER		14,900
25' FREEDOM	(2)	21,900
26' PEARSON ARIEL		9,500
26' COLUMBIA		11,500
26' PEARSON		15,500
26' CONTESSA		20,000
27' ERICSON		18,950
27' H-27		12,900
27' NEWPORT		17,000
27' PAC. SEACRAFT ORION		43,900
27' CAL 2-27		17,500
27' CATALINA		19,500
27' SUN		17,500
28' PEARSON		45,900
28' RHODES RANGER		14,950
28' TAIWAN		19,500
28' RANGER		22,000
29' ERICSON		19,900
29' CASCADE		20,000
29' COLUMBIA Defender		19,500
30' WILDERNESS		Offers
30' PEARSON 303		45,900
30' RAWSON		21,500
30' ERICSON		27,500
30' COLD-MOLDED MULL		32,750
30' S-2		44,000
30' BABA		65,000
31' MARIAH		46,000
31' HALBERG RASSEY		47,000
32' MOWER KNOCKABOUT		14,000
32' TRAVELLER		39,500
32' WESTSAIL	(3)	59,000
32' VALIANT	SC	59,500
33' FREEDOM		79,500
33' MORGAN OUTISLAND		44,950
33' TARTAN 10	(2)	24,900
34' CHINOOK		19,500
34' FISHER P.H.		115,000
35' COLUMBIA 10.7		44,500
35' GARDEN Ketch		34,950
35' BRISTOL		63,000
35' C&C LANDFALL		82,500
36' ISLANDER		42,000
36' ANGLEMAN Ketch		55,000
37' SOVEREL Cruising		25,000
37' ISLANDER		42,000
37' TRISMUS		58,000
37' BALTIC		99,500
38' C&C LANDFALL		76,500
39' FREYA	(2)	79,500
39' FREEDOM EXPRESS	SC	125,000
40' NICHOLSON		120,000
41' MORGAN OUTISLAND		85,000
42' GARDEN Ketch		105,000
43' HANS CHRISTIAN trad.		125,000
44' PETERSON		109,000
44' FREEDOM	(2)	130,000
44' LANCER Motorsailer		139,500
45' EXPLORER		110,000
45' FUJI		124,900
45' BREWER Ketch		99,500
45' LANCER Motorsailer		149,000
47' SPARKMAN&STEPHENS		149,500
48' STEEL P.H. Ketch		250,000
50' PRIMROSE		68,000
50' CUSTOM Steel		240,000

SELECT POWER BROKERAGE

23' THUNDERBIRD	Offers
50' OCEAN ALEXANDER	365,000
58' HATTERAS	450,000

Cruising World Yachts

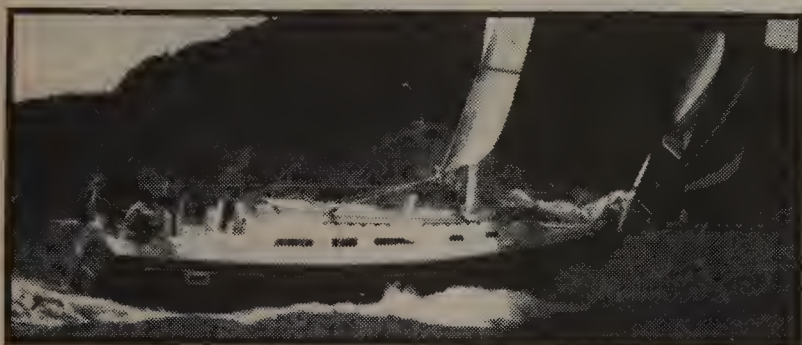
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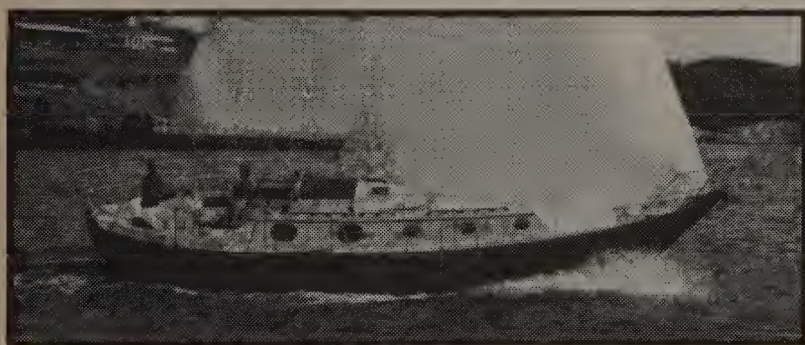
BUYING TIME.

Summer sailing season is nearer than you think. Orders for quality yachts are filling fast. We have very few remaining in stock, and orders for some models are filled through June. So please, don't delay — the time to order a quality yacht for this summer is *now!!*



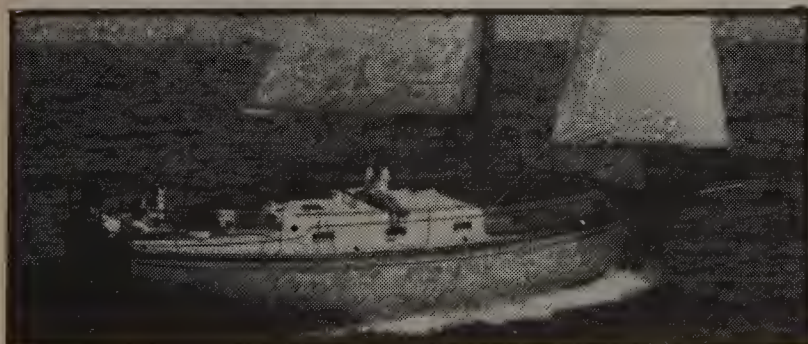
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25'	FREEDOM, 1983, Sausalito	18,500
26'	SAN JUAN, 1980, Point Richmond	17,500
26'	CHRYSLER, 1977, Marina Bay	6,900
27'	CATALINA, 1979, Point Richmond	15,000
27'	CS-27, '82, Point Richmond	26,500
28'	ISLANDER Bahama, 1981, Marina Bay	29,850
28'	H-28, 1962, Point Richmond	28,500
28'	SAN JUAN, 1979, Point Richmond	30,000
29'	ERICSON, 1978, Point Richmond	23,000
30'	CAPE DORY, 1978, Alameda	34,950
30'	CLIPPER MARINE, 1975, Point Richmond	8,950
30'	COLUMBIA, 1974, Marina Bay	16,700
30'	BABA, 1979, Sausalito	65,000
30'	BABA, 1985, Point Richmond	86,000
30'	PALMER JOHNSON, 1972, Emeryville	38,500
30'	ERICSON, 1969, Alameda	25,000
33'	PEARSON 10M, 1974, Tiburon	52,500
35'	FUJI KETCH, 1975, Alameda	69,000
35'	HALLBERG-RASSY, 1978, Marina Bay	59,750
35'	CHEOY LEE LION, 1956, Point Richmond	36,000
35'	NIAGRA, 1982, Point Richmond	79,950
35'	CHINOOK, 1959, Alameda	27,500
36'	PEARSON 365, 1980, Point Richmond	65,000
36'	ISLANDER, 1974, Sausalito	44,950
36'	S-2 (11M), 1980, Point Richmond	68,950
36'	CATALINA, 1985, Point Richmond	69,900
37'	HUNTER, cutter, 1981, Point Richmond	56,000
37'	SOVEREL, 1972, San Rafael	25,000
37'	TAYANA, cutter, 1981, Oyster Cove	83,000
38'	CATALINA, 1984, Point Richmond	67,900
38'	C&C LANDFALL, 1980, South San Francisco	76,500
39'	BRISTOL, 1969, Half Moon Bay	67,000
39'	W.F. STONE, wood, Sausalito	29,000
41'	MORGAN, ketch, 1978, Emeryville	85,000
46'	LIBERTY, ketch, 1978, Point Richmond	196,900

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26'	CARVER, 1986, Point Richmond	33,500
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HUNTER 37 — 1981

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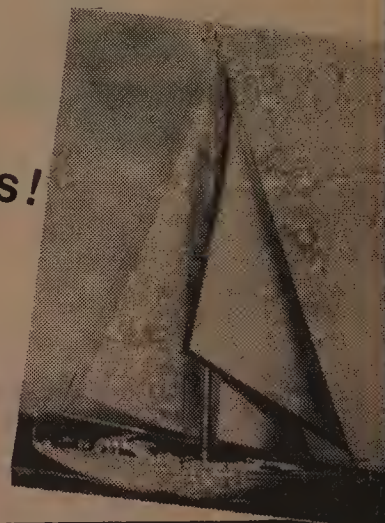
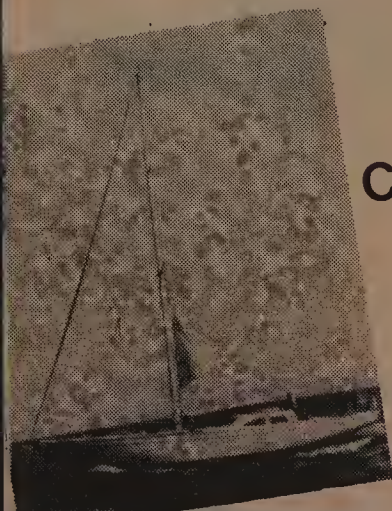
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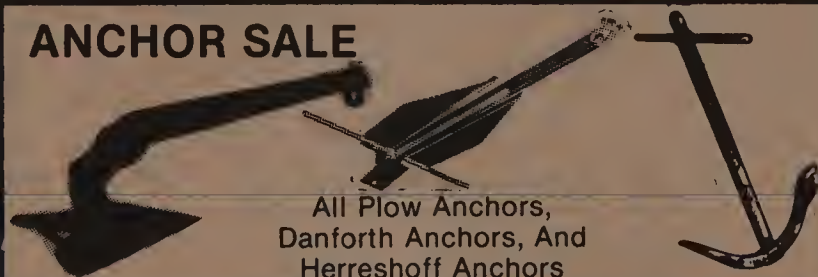
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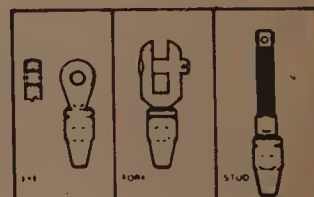


Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Sale Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00

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	Retail	SALE
3/16" forks	32.50	\$23.40
eyes	26.60	\$19.15
studs	28.50	\$20.52
1/4" forks	44.50	\$32.04
eyes	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks	65.50	\$47.16
eyes	49.50	\$35.64
stud (5/8 thread)	56.50	\$40.68
3/8" eyes	74.70	\$53.78
forks	78.00	\$56.16



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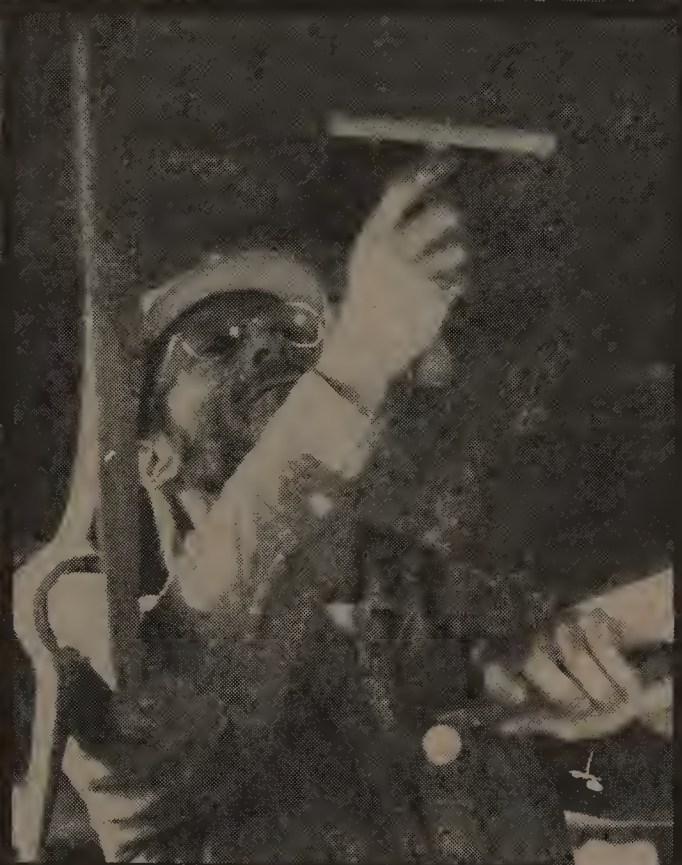
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North's TRUE RADIAL is the world's first spinnaker to be actually designed the way it flies—in three dimensions! The technology of computer "molding" has allowed us to build a true aerodynamic shape into the sail using vertical

panels only; without the speed-robbing "hard spots" of the old Tri-radial (where horizontal middle panels joined the radial head and clews). The Tri-radial was actually a big improvement over the original crosscut shape, as it reduced stretch in the loaded corners. But sailmakers still had to put broadseaming in the sail by using horizontal panels.

Designing an all-radial chute at reasonable cost would have been impossible before the computer. But with the latest developments in North's design technology, we no longer need to use horizontal panels.

The TRUE RADIAL spinnaker is totally molded over an electronic form to have a smooth, fast shape, with each panel oriented radially. This lines up the inherent strength of the cloth with the natural forces in the sail. So cloth stretch is reduced. Every panel in the TRUE RADIAL is different; every seam has shape. It is more stable... and more forgiving of changes in wind and waves. It's fairness gives it a wider "groove," and it holds its shape longer. Result: a much faster sail!

Our development of the TRUE RADIAL spinnaker is actually part of a logical progression in sail design at North. It is comparable to the development

of radial-panel headsails (which we also pioneered), and a long list of other innovations. North Sails continues to lead the way in 1988... in new technologies, and on the racecourse!

TRUE RADIAL.

The next evolution in the technology of spinnaker design.



Rolfe Croker's Hana Ho, flying a North 1 oz. mylar True Radial/1987 Big Boat Series

Photo by Doug Brusig



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CALENDAR

Nonrace

February 5 — "Island Exploring of the Sea of Cortez." World sailor Garth Rawles presents slides of his island-hopping adventures in the Sea of Cortez. Free. 7:30 p.m. at Stockdale Marine in Sacto. (916) 332-0775.

February 6 — Race Management Seminar sponsored by the YRA. StFYC. 8-4:30. Open to all those interested in learning or perfecting their race management skills. Modest charge for lunch. For reservations, call the YRA at 771-9500.

February 9 — "Magical Voyage," a multi-image cruising seminar by John Neal and Barbara Marrett. Focuses on their recent voyage to the South Seas with emphasis on the Galapagos, Easter Island and Pitcairn Island. Fort Mason, 7 p.m. Tickets are free at West Marine stores or \$5 at the door. Call any West Marine for more information.

February 18 — Singlehanded Sailing Society 1988 TransPac Seminar Series. Second in a series of lectures open to the public on ocean sailing, with the emphasis toward singlehanded and the upcoming Singlehanded TransPac. Mark Rudiger will discuss radio systems and power generation on small boats; Tim Rodgers will speak on electronics and navigation; and Chuck Hawley will give a demonstration of safety equipment. Oakland YC, 7 p.m., admission free. For more information, contact Shama Kota at 332-3780.

February 19 — Meeting of the Bay Area Multihull Association. Metropolitan YC, 8 p.m. If your sailing credo is "If one's good, two or three must be better," this is the organization for you. Lynne Therriault at 232-2725 can tell you more.

February 20-21 — Protest Management Seminar sponsored by the YRA. Encinal YC. 8:45-4 p.m. on Saturday; 9:15-12 on Sunday. \$15 entry fee includes Saturday's lunch. Seems like a deal when you consider that lift tickets at Squaw are up to \$30 these days.

March 4 — "Through the Panama Canal to Cruise the Caribbean," a slide show by Garth Rawles. Free! 7:30 p.m. at Stockdale Marine in Sacramento. (916) 332-0775.

March 9 — "Tides and Currents of the Bay," a seminar by Kame Richards, Golden Gate YC, 7:30 p.m. Features a slide show, which includes revealing photos of tidal action taken by a U-2 (the plane, not the musical group). For more information, call Sandi Harris at 648-5530.

March 15, 1493 — Christopher Columbus sails into Palos Harbor in Spain, ending his 11-month voyage of discovery to the new world. He made the crossing on *Nina*, having lost *Santa Maria* on a Haitian reef on Christmas day, 1492.

March 9-13 — Sacramento Boat Show, Cal Expo buildings A, B and C. Hours are 2 to 10 Wednesday through Friday; 10 to 10 Saturday and 10 to 6 Sunday. Admission is \$4 at the gate; \$3 with a discount coupon available at marine outlets; and \$1 for kids 6-12. Under 6 are free. For more information, call (916) 482-8190.

March 22 — Loran-C Navigation Seminar, West Marine Products, South San Francisco, 7 p.m. A free seminar with hands-on demonstrations of this versatile navigation tool. Reservations required, as space is limited. Call 873-4044.

April 13 — *Latitude 38* Crew List Party, Corinthian YC, Tiburon, 5:30 to 9 p.m. Come meet the people you'll sail with this summer. Free to those listed in the March and April issues, all others pay \$1 (boat owners) or \$5 (potential crew) at the door. World renowned *Latitude 38* T-shirts to the first 50 or so to show up. Call 383-8200 for more information.

April 14 — Another *Latitude 38* Crew List Party. These guys are really animals! Same hours, same agenda, same phone number as above — just a different place, the Metropolitan YC, so you East Bay sailors don't have to pay bridge toll the night before.

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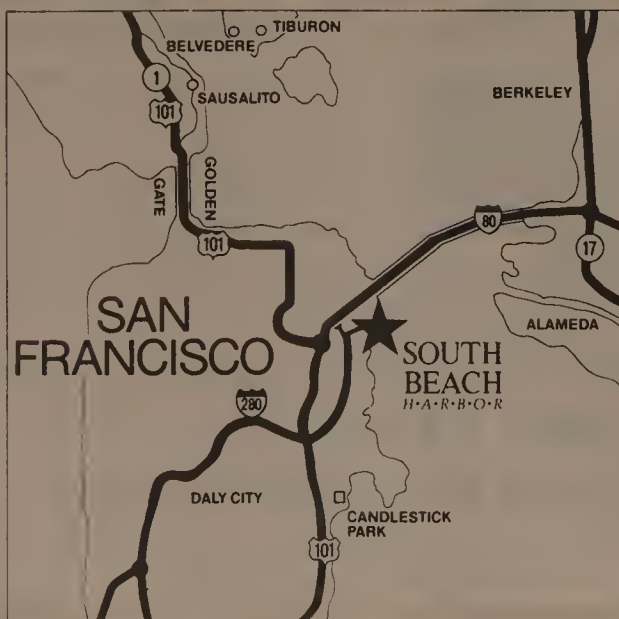
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CALENDAR

Racing

February 6 — San Diego-Manzanillo Race. A dozen sleds — the most ever assembled in one place — will try to crack Sorcery's record of 5:23:59 for the 1,100 mile course. See entry list in *The Racing Sheet* and stay tuned for our coverage of this race next month. Contact Lyn Shinn at (619)-435-3319.

February 20 — First race of Encinal YC's "Jack Frost Warm-up Series" on the Olympic Circle. The best way to tune up your boat and crew for the April 30/May 1 YRA Season Opener to Vallejo. Contact Seth Bailey at 521-4780 for more information.

February 20-27 — MEXORC, a six-race series beginning and ending at Manzanillo's fairyland, Las Hadas. Local entries include Mongoose and *Pandemonium*, which will be under charter to last year's MEXORC champ, Bill (*Blade Runner*) Twist. Last year, the overall prize was rumored to be a week at the Betty Ford Clinic. For info, call Jeff Littell at (714) 955-2710.



MEXORC and Las Hadas — a solid '10'.

February 25-26 — The Audi SORC, a series at the crossroads, kicks off with the Gulf Triangle. Other races are the St. Pete to Ft. Lauderdale Race on 2/28; the Lipton Cup on 3/10; Ocean Triangle 3/12; Miami-Nassau Race 3/15 and Nassau Cup 3/18. See item in *The Racing Sheet*.

March 5-6 — The Big Daddy Weekend, a combination sailing season kickoff/rite of manhood/party till you drop. Richmond YC offers something for everybody here: serious racing, fun racing, IOR, PHRF, even one design racing for Express 27s and 37s. These guys are serious about having fun! You can reach RYC at 237-2821.

March 14-20 — Congressional Cup in Long Beach. One of the

CHARTER 'PANDEMONIUM' Nelson/Marek ULDB



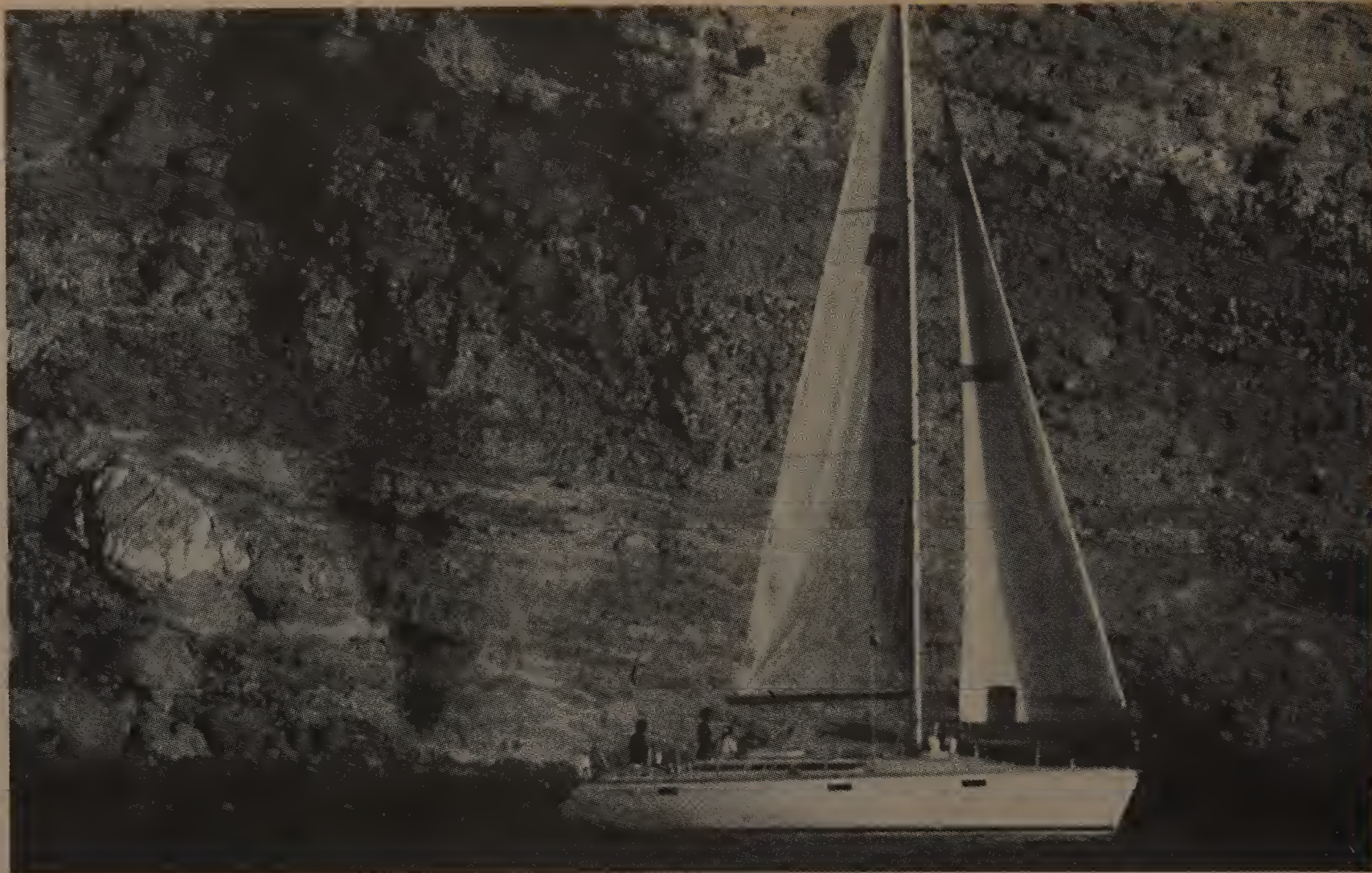
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Feb. 7	San Diego-Manzanillo	Chartered
Feb. 20-27	MEXORC	Chartered
Apr. 11-17	Gollison Yachting Pro-Am	10,000
Apr 22	Newport-Ensenada	Chartered
May 28-30	Cal Cup	7,000
June 25	Victoria-Maui	35,000
July 4	Pacific Cup	35,000
Sept. 18-25	Big Boat Series	10,000
Oct. 7	LAYC ULDB Watts Trophy	7,000
Nov. 9	Los Angeles-Cabo	15,000

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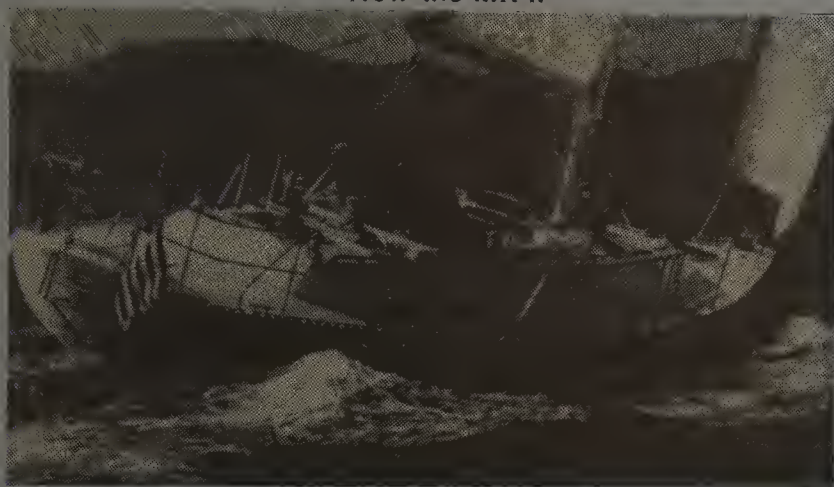


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CS 27

Very clean 1980 Bay cruiser. Well equipped including diesel. As roomy as most 30's.



LANCER 28

Clean and roomy. A fine Bay and Delta shoal draft boat at a very reasonable price. **\$14,900**



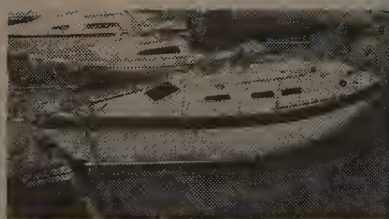
CATALINA 36

Deluxe cruising for 2 couples +. Stereo, microwave, kerosene stove, pressure water & shower. Loaded! Try **\$62,500**



FUJI 45

Two luxurious dbl cabins, each w/private head. Stand up engine room w/7.5 kw gen. Bristol condition. **Best offer**



CATALINA 27

This popular Bay cruising boat is equipt w/everything necessary for cruising local waters — quiet & reliable Honda o/b.



'NANCY L' HARTLEY of NZ. 45' custom teak interior, great live-aboard/cruiser — Ford Lehman engine, huge sail inventory — lots of cruising gear. **\$69,000**



ANGEL 48

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PEARSON Triton 29. This small cruiser can be sailed w/out leaving the cockpit. Halyards/downhauls led to ckpt. Electronics incld Magnavox Sat-Nav, 6 sails, 4 anchors. **\$19,500**

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51'	GARDEN	125,000
50'	CUSTOM CUTTER	240,000
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50'	PRIMROSE	68,000
50'	CHALLENGER	134,500
47'	PERRY	119,500
46'	CAL	(2) 99,000
46'	GARDEN	55,000
46'	HARTOG	39,000
45'	CREALOCK	115,000
45'	EXPLORER	110,000
45'	GARDEN PORPOISE	110,000
45'	HARTLEY	79,000
45'	LANCER	149,000
44'	CHEOY LEE	133,900
44'	LAFITTE	175,000
43'	HOLCOMB	71,950
42'	BLANCHARD	48,000
42'	PEARSON	110,000
41'	BOUNTY	39,500
40'	COLUMBIA	(2) 55,000
40'	MOTIVA	84,500
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38'	ERICSON	Offers
38'	FARALLONE	35,000
38'	MORGAN	59,000
37'	SOVERAL	25,000
37'	TAYANA	83,000
36'	CATALINA	62,500
36'	ERICSON	(2) 69,500
36'	FORMOSA	51,500
36'	ISLANDER	(2) 42,000
36'	LANCER	64,900
35'	BRISTOL	60,000
35'	CHEOY LEE	55,000
35'	FANTASIA	70,000
35'	MOWER	14,000
34'	COLUMBIA	32,500
34'	SAN JUAN	52,000
33'	TARTANTEN	29,500
33'	MORGAN	34,500
33'	NEWPORT	43,900
32'	CHEOY LEE	50,000
32'	UNION	59,500
32'	WESTSAIL	59,500
31'	DUFOUR	39,900
31'	PEARSON	(2) 29,500
30'	ALBERG	26,000
30'	BABA	86,000
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March 19-20 — 16th Annual Wheeler Regatta, sponsored by Berkeley YC. For IOR and PHRF classes. For more, call Bobbi Tosse at 939-9885.

March 26, 27 — Kona Kai International YC America's Schooner Cup Race in San Diego. Vintage schooners racing for charity; proceeds go to the Make-A-Wish Foundation. NorCal boats encouraged to attend. Call Ron Griffin at (619) 226-2336.

March 30-April 1 — Konocti Cup, hosted by the Lakeport YC. Warm-weather racing on beautiful Clear Lake. A change of pace worth your time if you can beg, borrow or steal a trailer to get there. For more information, contact Jim Ziebell at (707) 263-6131 or Ken Shelden at (707) 263-5039.

April 6-10 — U.S. Yacht Club Challenge. Twelve clubs, including the Bay Area's St. Francis YC, will square off in identical Schock 35's in a five-race series to determine who is the best yacht club in the nation. Sponsored by Rolex Watch U.S.A. and hosted by Newport Harbor YC.

April 9 — Doublehanded Farallones Race. This is the ninth running of one of the more exciting shorthanded events held anywhere. Sponsored by the Bay Area Multihull Association (BAMA), this event is open to all. It's been done in everything from 65-footers to Santana 22s. For more information, call Lynne Therriault at 232-2725 or write 6127 Plymouth Avenue, Richmond, CA 94805.

April 9-10 — Resin Regatta, hosted by the San Francisco YC. The woodies have their own races, this one's for fiberglass boats only. Several one-design classes have been invited already. If your class is interested, call Rich Wideman at 892-6308 after 6 p.m.

April 22 — Newport to Ensenada Race. 41st annual "Enchilada Derby". This race bills itself as the largest international yacht race on the planet. Almost everything that floats in Southern California enters. Contact NOSA at (714)-640-1351 for the lowdown.

April 30-May 1 — Vallejo YRA Race. Hard to believe, but the summer season starts again in only three months. This race is even bigger than the "Enchilada Derby", but it's not an "international" yachting event (unless you consider Vallejo a foreign port). Bring extra fenders and your dancing shoes.

April 30-May 1 — 23rd Annual Camellia Cup Regatta, Folsom Lake. For more, call Doug Lent at (916) 966-7399 or Mike McGrath at (916) 966-7399.

May 6-15 — The Ultimate Yacht Race ("there is no second"). Got a spare \$20,000? Want to make a cool 2000% return on your money? Racing in custom 30-footers and J/24's in Corpus Christi, Texas for a supposed million dollar purse. Call (214)-369-4851.

May 28-30 — Volvo San Francisco International Regatta. San Francisco Bay Sailing Association will host 6 one-design fleets in this 3-day, 5-race inaugural series.

July 3 and 4 — Oakland-Catalina Race. MYCO's 10th annual moving Fourth of July picnic. A new feature this year is separate starts for a Cruising Division (7/3) and the diehard racers (7/4). Only five months left to line up a crew! Will Zeus's record stand? Contact Tom Tazelaar (534-3758) or race committee chairperson Margaret Fago at 522-1309.

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ANDREAS COVE YACHT CLUB — February 27, March 12. Call (916) 395-8581 for more information.

BERKELEY/METROPOLITAN YC — February 13-14. Olympic Circle. Contact Kirt Brooks, 284-1778.

CORINTHIAN YC — February 20-21. Start and finish in Belvedere Cove. Contact George Horsfall, 435-6321.

ENCINAL YC — "Jack Frost Warm-up Series," 2/20, 3/5,



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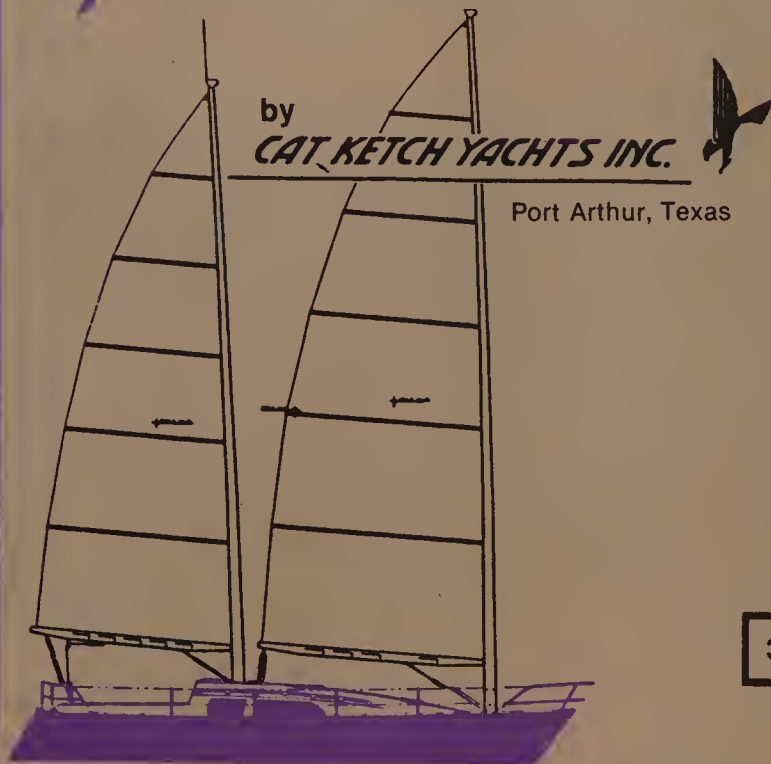
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CALENDAR

3/19, 4/2, 4/16, Olympic Circle. For more, contact Seth Bailey at 521-4780.

GOLDEN GATE YC — February 7, March 6 (snake-up). Cityfront. Contact the club at 346-BOAT.

LAKE MERRITT SAILING CLUB — February 7, March 6. Skipper's meeting 10:30 a.m.

SANTA CRUZ YC — February 20, March 19. Contact Rob Franks at (408) 425-0361.

SAUSALITO CRUISING CLUB — February 6, March 6. Starts at Little Harding. Contact YRA at 771-9500.

SAUSALITO YC — February 20-21. Starts at Little Harding. Contact the club at 332-7400.

STOCKTON SAILING CLUB — Contact Greg Hill, (209) 529-7343.

VALLEJO YC — February 7. Call the club at (707) 648-9409.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

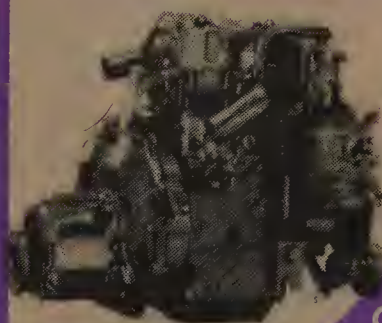
Please send your calendar dates **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but *please* only one announcement per page!

Calendar listings are announcements for events that are free or don't cost much to attend. The *Calendar* is **not** meant to support commercial enterprises.

February/March Weekend Tides

date/day	max current	slack	max current
1/6/Sat	0019/3.0F	0335	0610/2.8E
		0935	1224/2.3F
		1516	1821/3.3E
		2148	
1/7/Sun	0050/2.7F	0403	0653/3.0E
		1024	1314/2.1F
		1608	1904/2.8E
		2217	
1/13/Sat	0005/1.4E	0306	0606/2.0F
		0848	1222/4.6E
		1633	1942/3.4F
		2307	
1/14/Sun	0107/1.7E	0409	0703/2.4F
		0949	1319/5.1E
		1723	2031/3.9F
		2353	
1/20/Sat		0305	0553/4.2E
		0927	1219/3.6F
		1527	1814/3.9E
		2144	
1/21/Sun	0039/3.5F	0343	0642/4.2E
		1026	1321/3.3F
		1632	
		1904/3.0E	2229
1/27/Sat	0132/1.4E	0354	0651/1.9F
		0918	1259/3.8E
		1653	2008/3.2F
		2314	
1/28/Sun	0213/1.6E	0444	0739/2.2F
		1011	1348/4.0E
		1736	2049/3.4F
		2351	

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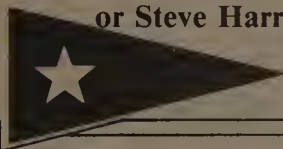
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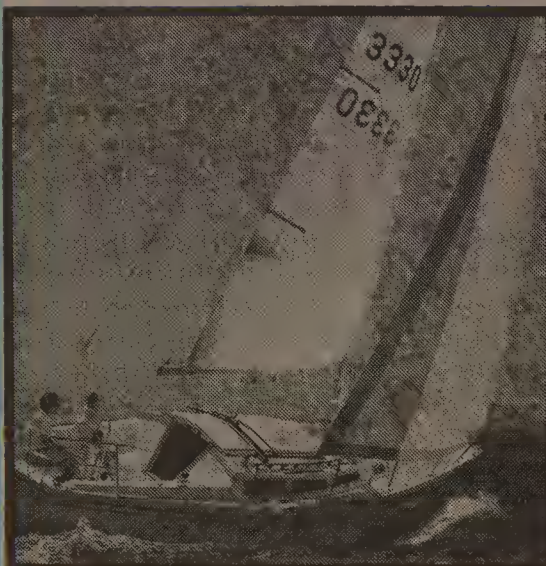
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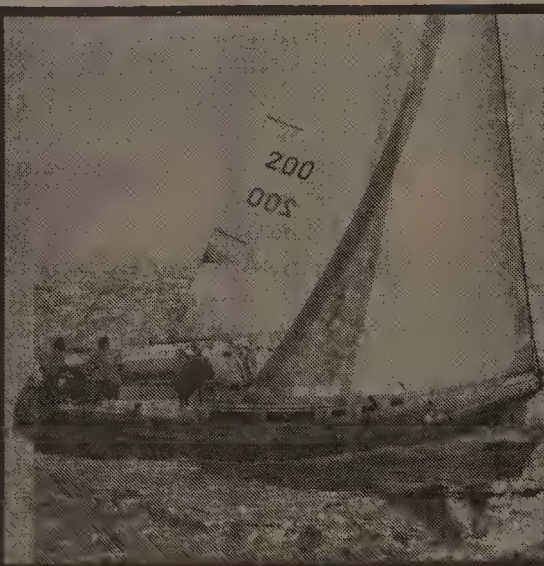
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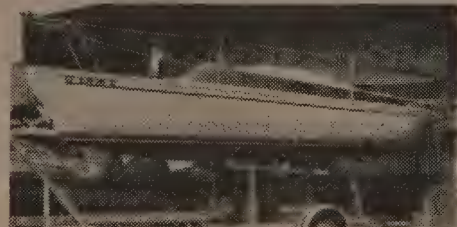
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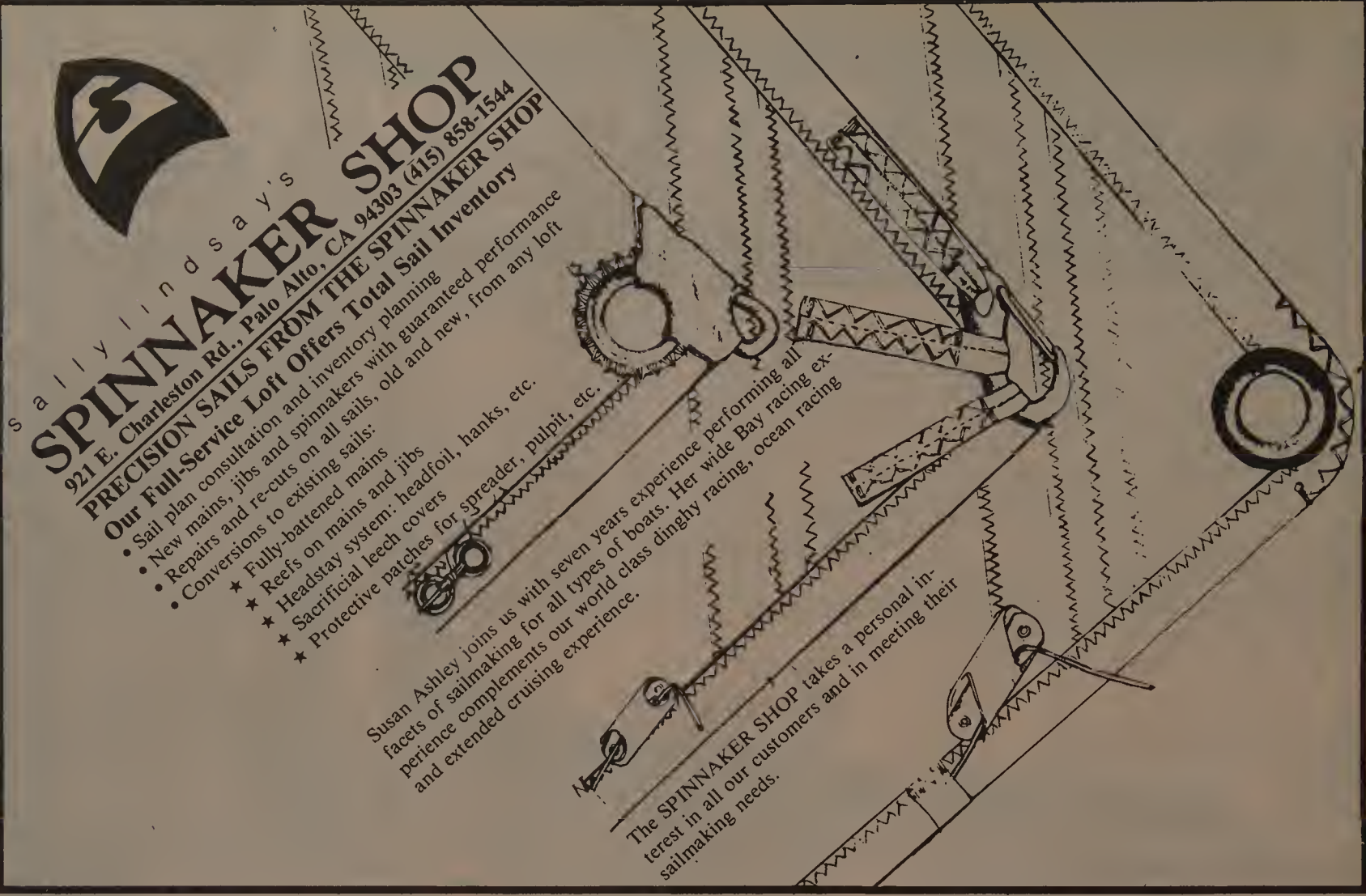
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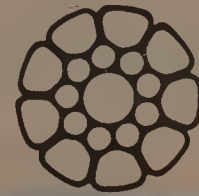
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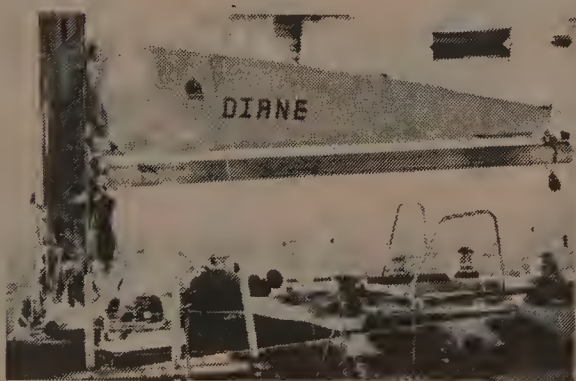
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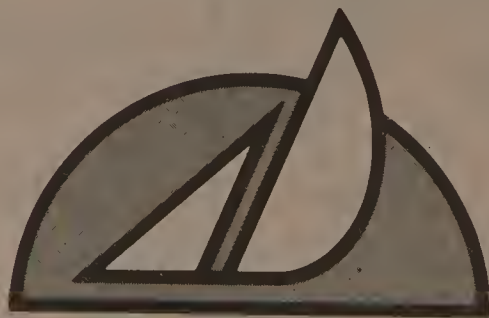
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LETTERS

□ SURPRISE APPEARANCE

I saw an old picture of my boat in the January *Max Ebb* feature. When that picture was taken she had a roller reefing main and the #4 jib up. My guess is that the picture was taken on Three Mile Slough near Brannan Island during the summer of 1985.

We now have a #2 genoa and a full-roach, slab-reefing, shelf-footed main, both designed by Jim Leech of Neil Pryde Sails in Sausalito. I'm very happy with the way the sails turned out, they've opened up a whole new dimension of sailing.

My boat is not a crayfish crusher — unless the Delta waters get thin, in which case she's a stump knockin', clam crackin', bar plowin' bitch. The boat is a Gulf 32, the version designed in 1965 by William Garden. I named her *The Time Bandit*.

I dock her at Owl Harbor on Seven Mile Slough. Some weekdays you might find me down there caressing her, but on summer weekends you stand a better chance of finding me running and reaching with her at between six and 12 knots in the warm wind toward places like Tower Park, Lost Isle and Stockton. Other times you'll find us beating on an ebb tide toward that eye stinging, skin crackin', salty Bay of yours. We even do some iron spinnaker runs up past the Rio Vista Bridge to Walnut Grove or old Sacramento.

I currently subscribe to two sailing magazines and pick up 38 at the harbor office. I like your great pictures and enjoy most of the articles. Seeing *The Time Bandit* on page 144 of the January issue made my day. The gaff-rigged schooner pictured on the first page of the *Max Ebb* article might be a crab-crusher, but not *The Time Bandit*. She's got an iron fin keel that draws six feet, a spade rudder, and her medium displacement hull is hard chine cold-molded mahogany. With her 211 sq.ft. of main and 276 sq.ft. of #2 jib, she really comes to life and can turn in her own boat length in almost any breeze.

I didn't see too many mass-produced, light displacement, high-ass, bleach bottles sailing around the Golden Gate the Saturday of the big anniversary bash. But *The Time Bandit* was there. Instead of sailing under the bridge however, we decided a nice wing-on-wing run down Raccoon Strait was in order. When we reached the lee of Angel Island they were all there; it looked like the Clorox company had hit the reject button and discharged into that part of the Bay. Plastic everywhere!

All kidding aside, I like all boats, be they steel, plastic, wood, sail or power. But I just happen to like mine the best.

Rene Visser
Antioch

□ TRY SAILING LAKES FIRST

In response to the *Hobie Letters*, I am going to do the *Kookaburra III* and fly a protest flag. Although I'm no expert sailor, I have three years experience sailing Hobie Cats on the Bay with Small Craft Advisory conditions. One year on a 14TJ and two on the 16. This does not include the years I crewed on monohulls. Furthermore, I never gave any inkling that we were not wearing wetsuits and PFD's, that we were going downwind, or that we pitch-poled.

This is briefly what happened. The Cat Killer Wave broke over our heads, washing Renee from her position and tangling her in the hiking straps. I was in the trapeze when the wave hit, then was washed off. While I was attempting to board, the Hobie tacked and two waves later rolled bow over stern and turtled.

In Tom Cronin's letter he states: "Hobie 16's are designed to be reefed." Sorry, Tom, but not any longer. Ever since the introduction of the Comptip TM, the reefing of the mainsail was designed out by Hobie Cat.

In David Eberhard's letter he states: "The Hobie 16's have a nasty habit of diving for the bottom as soon as solid water is taken over the

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DIVISION AWARDS

PHRF

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First corrected
Second corrected
Third corrected

IOR

First to finish
First corrected
Second corrected
Third corrected

SEMINARS

February 11, 1988 Berkeley Yacht Club 7:00 p.m.

BOAT PREPARATION

1. Boat Preparation—Carl Schumacher, Yacht Designer
2. Sail Selection—Kame Richards—Pineapple Sails
Duncan Kelso—North Sails
Jocelyn Nash—Sobstad Sails
3. Electronics—Chuck Hawley, West Marine Products

Boat whose crew has done most Transpacific Races
Boat whose crew has done least Transpacific races
Boat with most women
Boat with highest average age of crew
Boat with lowest average age of crew
Best reception party at Kaneohe
The "Woodie" Award
The "Original Boat" Award
The "Dry Boat" Award
The "Family" Award
The "Old Sail" Award
The "Mixed Doubles" Award

IMS

First to finish
First corrected
Second corrected
Third corrected

DOUBLEHANDED

First to finish
First corrected
Second corrected
Third corrected

PARTICIPATION PRIZES

ALL BOATS

Skippers Color Photo of Boat
Commemorative Skipper Plaque
Commemorative Patch

Crew Commemorative Crew Plaque
Commemorative Patch

March 3, 1988 Berkeley Yacht Club 7:00 p.m.

CREW PREPARATION

1. Provisioning
2. Medical Precautions (What first aid skills and basic medications to have on board.)
3. Safety Gear—both personal and for the boat

March 31, 1988 Berkeley Yacht Club 7:00 p.m.

RACE PREPARATION

1. Navigation
2. Tactics
3. Weather
4. Jury Rigging



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33' TARTAN TEN	24,000	(2)
33' WYLIE	29,000	
33' ROGERS	39,500	
34' WYLIE	48,500	(2)
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35' CORONADO	35,000	★
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35' ERICSON	33,000	
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36' PEARSON	49,000	★
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41' MORGAN O/I	85,000	
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LETTERS

bow." Well, I didn't name my boat *Voyage to the Bottom of the Sea*. Taking water over the bow all the way up to the pylon is not unknown. As soon as the bow is under and you notice deceleration, place the helm hard over (not to the stops) heading up briefly, then center the rudders. This will cause the Hobie to heel, dumping the wind out of the sails, allowing the bow to surface. You may not need to release both sheets if you do this. However, if you needed to and did not, you will be mooning the fleet with your stern.

I don't want to encourage inexperienced Hobie sailors to sail the Bay. I recommend to first try sailing on lakes with heavy conditions. If you can keep from getting knocked down, then you are ready for the Bay.

Anyway, the breeze is freshening, the Hobie Cat is ready, and so are Renee and I. Gone sailing.

Mike Hempel
Santa Rosa

Readers — Mike's original letter was the one that prompted us to ask about the advisability of sailing the Bay during Small Craft Advisories.

□ COAST GUARD CUTS PATROLS

Did you catch the article in the *Chronicle* on January 14 about the Coast Guard having to cut \$100 million from their budget over the next two years? And that the local Coast Guard District will reduce its patrols by 30 percent?

Lieutenant Commander Jack Hardin, "Those who want to commit crimes at sea will have a better chance . . . and the district will also have to cut back on training exercises . . ."

This is serious. We law-abiding boaters will now be faced with sailing in the company of criminals, you know, people who actually go out sailing without current registration decals, people who wantonly endanger the rest of us by sailing with discharged freon horns, and even worse, people who actually go sailing with fire-extinguishers that are past their certification. This is a great worry to me, what are we to do?

How are we to know who the criminals are when we can no longer rely on the Coast Guard training patrols to find them for us? Why, I remember a Thursday last summer when I was out sailing the South Bay in the vicinity of a new 30-foot sloop. I was just about to sail over and say hello when just in the nick of time a Coast Guard training patrol arrived to board the sloop. Without the Coast Guard's intervention, how would I have known the owner was out sailing with his new lifejackets wrapped in plastic? A close call indeed, for we almost got friendly with these criminals masquerading as recreational sailors.

And now with a cut-back in patrols, I fear Oakland-Alameda Estuary may well be used to traffic drugs from Oakland to Alameda and that our children will become addicts. What are we to do?

Can you do something to support the Coast Guard's getting a \$100 million back? Who should we write to? Can we form a coalition of yacht clubs and law-abiding boaters to police ourselves? We must do something to keep these criminals off the water.

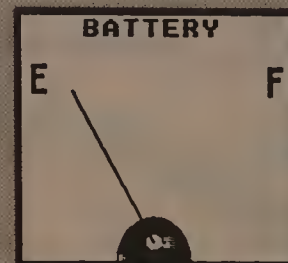
By the way, do you know why the Coast Guard refused to assist the 40-ft cabin cruiser that was drifting onto the Berkeley flats last weekend? The conversation between the motorboat's skipper and the Coast Guard on the VHF radio centered on whether anyone's life was in danger as they drifted toward the shallows and rocks. The Coast Guard recommended that the skipper notify a salvage company or something.

David Purchell
Alameda

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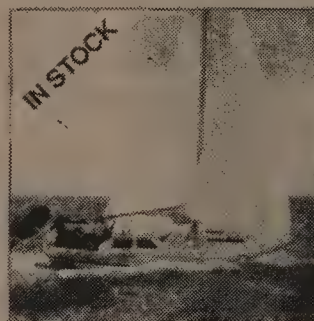
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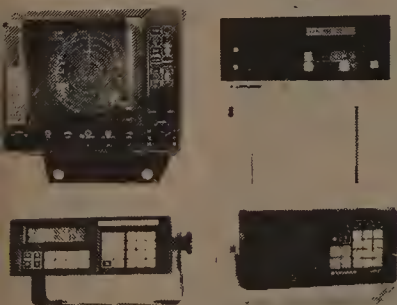
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★ "Working spaces ... deck ... and below are
well-thought out." Judge — *Sailing World* January 1988

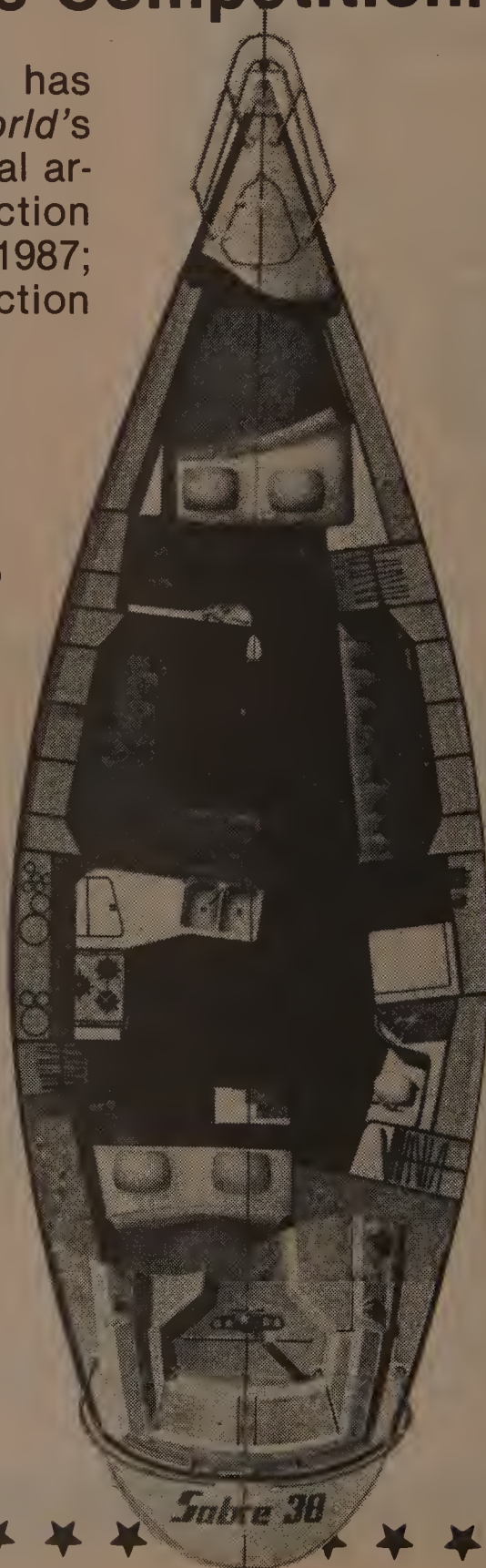
★ "Good cruising yacht — one an eager owner
wouldn't hesitate to race." *Yachting* January 1988

★ "Speed and energy to spare." *Yachting* January 1988

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LETTERS

David — We know what you mean. We had a flat tire the other day on the Eastshore Freeway, and rather than changing it ourself we asked the Highway Patrol to tow us over to a gas station in San Leandro. He wouldn't do it. He told me he had to give tickets to drivers of cars with broken tail-lights!

Seriously, the Coast Guard is in a 'damned if they do, damned if they don't' situation. If they don't assist the Berkeley boat then people like you deride them. They do come to the boat's assistance and private towing companies scream bloody murder about government competition.

The facts are that the Coast Guard is prohibited from coming to assistance if lives are not at risk. If you don't like it, your argument is with the executive and legislative branches of government. It's also a fact that the guy with a 40-ft powerboat needn't be drifting toward the Berkeley flats and rocks; not if he's got a brain and an anchor.

As for the safety and drug patrols, the Coast Guard is again caught in the middle of two very strong but opposed philosophies. With their experience they could referee in Beruit as well as anyone.

□ THE MEANING OF TRIM

I, too, thought the 'trimness' comparison between the nautical watch and a 12-Meter sloop was obscure (Loose Lips, December). And the 'history' of the 12-Meters provided by Doug Payne (January) didn't clarify things for me.

My guess is that he uses "trim" to mean having a high ratio of length to width. If a 12-Meter is three meters wide, the ratio is 4 to 1. If the watch diameter is 28mm relative to its thickness of 7mm, it has the same 4 to 1 ratio. The idea is similar to the aspect ratio of an airplane wing or a marconi sail.

Using this analogy, my 38-year-old, out-of-shape body is also "as trim as a 12-Meter sloop". Comforting.

Rick Ligtenberg
Benicia

Rick — We've got some good news and some bad news.

The good news is that you've finally clued us in to what the Sharper Image was trying to get across; specifically using 'trim' to mean relatively 'thin'. We suppose it can be used that way, but it's very confusing. The problem is that 'trim' means so many other things on a boat. Specifically, you trim the sails to make most effective use of the wind. You also trim the boat by balancing the contents so it will be on an even keel. Trim also refers to the fore and aft balance of a boat. And finally, a boat is trim when she is ready to sail. Since 12-Meters aren't particularly narrow relative to their length, 'trim' seems like a poor adjective to chose.

And that's just half the problem with the wording. "12-Meter sloop" is redundant. Like 'anthracite coal', a 'pointed barb', a 'free gift', or a 'courthouse building'.

The bad news, Rick, is that you, like a lot of folks, are unclear on the concept of a 12-Meter. '12-Meter' refers to a handicap rule, not the length of the boats. In fact, 12-Meter boats are in the range of 21 to 22 meters long. Sailing is a confusing sport. For example, boats in the One Ton class don't displace 2,000 pounds, but about 12,000 pounds. Crazy, no? But no crazier than the fact that the Oakland YC is in Alameda and the San Francisco YC is in Belvedere.

□ SERIOUSLY, NO TRICK AT ALL

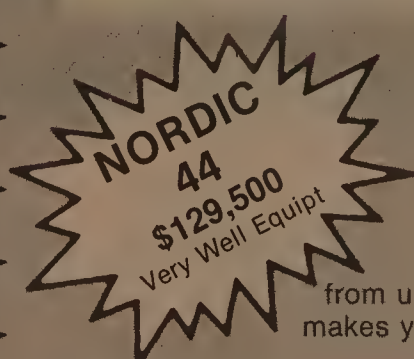
The confusion over the Sightings photo on page 89 of the December issue is certainly enhanced by the placement of the "Dramatic America's Cup Bulletin". That 'block' cuts the visibility of landmarks required for accurate navigation to a point that I would hate to be making a landfall with the information provided.

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30' Rawson	16,900	38' Farr	88,000
27' Ericson	19,900	60' Classic	99,000
29' Cal	19,000	41' Morgan	96,500
33' Pearson	25,000	OVER 100K	
34' Chinook	19,500	45' Porpoise kch	110,000
28' Ranger	24,800	39' Cavalier	115,000
33' Pearson	25,000	37' Magic	119,000
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27' Cal 2-27	23,000	47' Garden Vgbn	125,000
35' Cheoy Lee	25,000	52' Columbia	125,000
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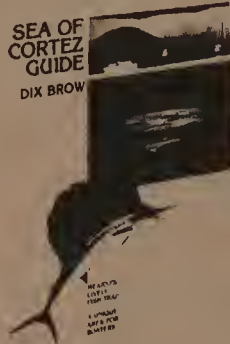


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LETTERS

However, I take exception to your explanation of speed and current. With the hills of Marin and Angel Island behind Alcatraz, and the location of the water tower on Alcatraz, I feel that *Unicorn Star* must be off the Cityfront heading toward the Gate with the ebb behind her. This would result in speed over the bottom of 10.5 knots.

But, the angle of the boat and the trim of the sails suggest that *Unicorn Star* may be reaching across the Bay toward Sausalito. If this is the case, she is going six knots over the bottom toward Sausalito while moving at 4.5 knots sideways toward the Gate.

Take your pick!

Keep up the good work and don't change a thing.

Ralph C. Hendricks
San Anselmo

Ralph — Everything is relative, we suppose. If we woke up and saw the Eiffel Tower, we'd know we were in Paris. If we woke up and saw the 'face' of Alcatraz, we know we'd been in pretty much a straight line with the Gate and the Farallones.

Depending on how precise you want to be, yes, *Unicorn Star* is very broad reaching across the Bay, which is what you do when you're just inside Lime Point and hugging the shore. The deal is, the current is more or less 'reaching' out the Gate at that point, too. Thus, we're going to stand by our calculations.

Incidentally, those aren't the hills of Marin and Angel Island in the background. It's the East Bay. In fact, if we get out our magnifying glass we think we can just about see our parents' house in the Oakland hills.

□RALPH WRITES AGAIN

I previously sent a letter regarding your trick question in the December issue. But, after taking a sail to check it out, and having the course provided in your answer to Mr. Eddy's letter in the January issue, I agree with your description.

Mine was a good example of a reaction to a trick question. You tend to see what you want to see, not what's really there. That's the trick involved.

Consider the case closed and keep up the fantastic work. *Latitude* is the best for all!

Ralph Hendricks
San Anselmo

Ralph — The whole business of seeing what you want to see as opposed to seeing what's really there is fascinating. We were reminded of this in January when we did a long night passage and had to keep our eyes peeled for navigation lights. Like always, we kept 'seeing' lights and islands that really weren't there. Having had some experience at this, we learned to be patient and await confirmation.

□EVALUATING THE DIAGNOSIS

I have followed the comments of Marc Hightower and Karen Oyanduren about medical care in Cabo San Lucas with great interest.

With 40 years of surgical practice in Los Angeles, a large practice, I can state unequivocally that "he who has never missed the diagnosis of appendicitis is either a liar or has very limited experience."

Contrary to what most laymen think — as opposed to Doctors of Medicine — the diagnosis of appendicitis is often very difficult; especially when the differential diagnosis is confused with intestinal infections.

Personally, I could not fault the Cabo doctor solely on the basis of

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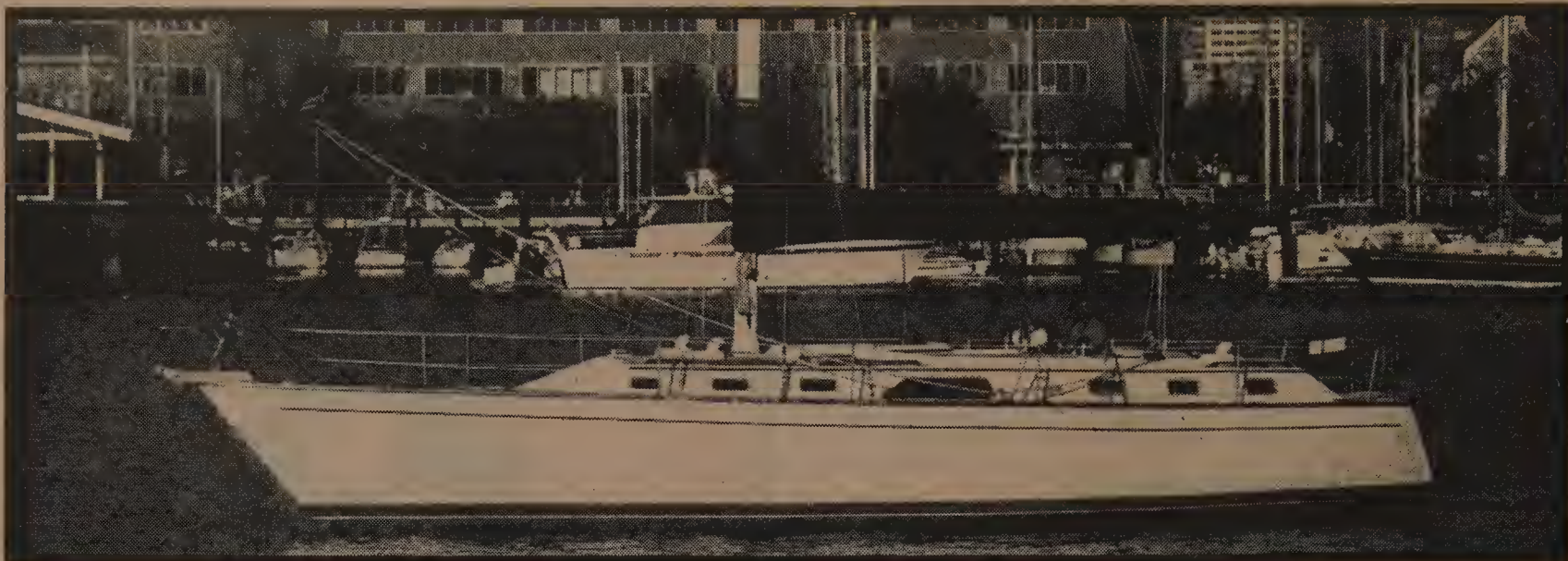
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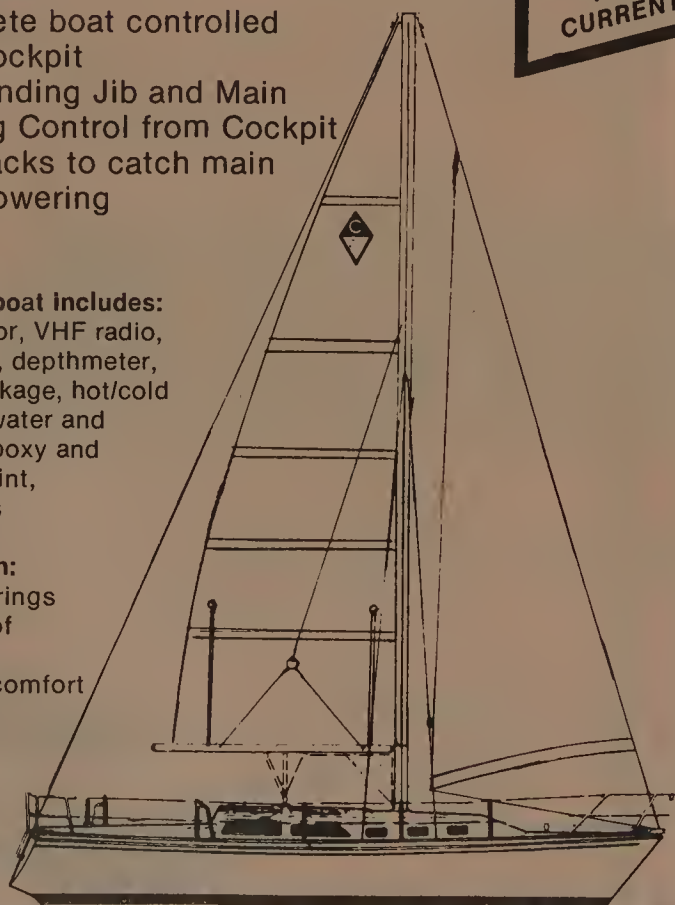
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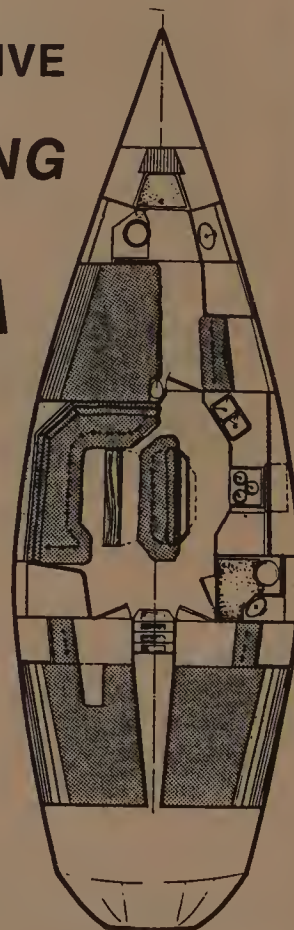
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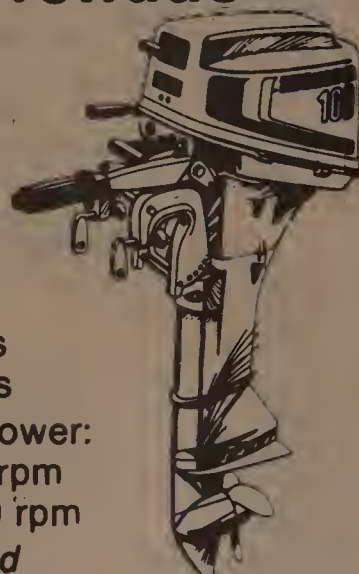
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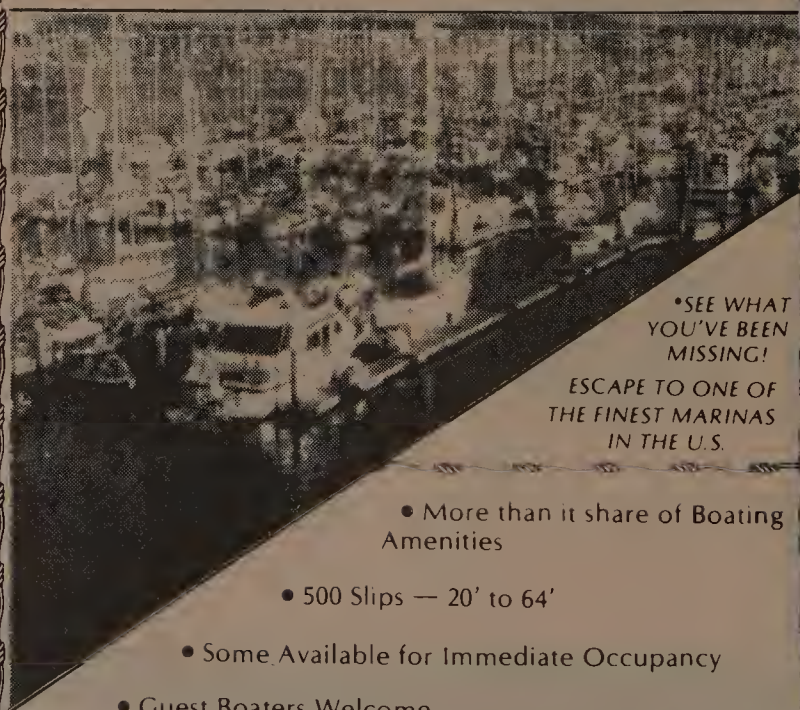
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LETTERS

Marc's story. He is confusing the "Standard of Practice" between Cabo and the USC Medical Center.

Of course, one could find a lawyer to consider a malpractice suit. But, in my experience of having reviewed more than 2500 malpractice cases, I doubt if the suit would be won by the plaintiff.

Even Dennis Conner has made a bad start in a yacht race — I think.

Robert J. McNeil, M.D.
Cambria, CA

□LOOKING FOR A GIRL

I'm looking for the sistership of *Starbuck*, a 30-ft Van de Stadt, Zeelang or Black Soo sloop. This sistership was built in Seattle by Scott Rhor. She is a narrow, plywood, planing keelboat that would be about 16 years old.

I believe she was in Ventura about eight years ago and had the name *Magic* or something similar to it.

If anyone knows her whereabouts, please call me collect at (415) 523-9011.

Don Goring
Alameda

□NEW YEAR IN A NEW PLACE

Happy New Year from La Paz!

Now that we've sailed down to Mexico from Seattle, we wanted to take the time to thank you folks for the *wonderful* articles on cruising Mexico. The preparation article helped convince us that we needed an outboard.

Nonetheless, we didn't follow your advice completely. We stopped along the Pacific coast of Baja to stuff ourselves on lobster; we spent time in Cabo; we sailed up to La Paz and the islands; and now, we're off to San Blas and Manzanillo on the mainland prior to heading off for the Marquesas. You were right, La Paz and the islands were cooler, and when the northerlies blew it made things difficult, but we had some great sails.

Currently we're at the Marina de La Paz waiting for the latest *Latitude* and the most current *Changes* from the South Pacific.

Arne & Elaine Abrams
Centolla
Seattle

Arne & Elaine — Glad we could be of service.

□NOT THAT NECESSARY

We purchased a Far East Mariner 32 (1971 #22) ketch last year. It was a repo sale and she came without any specs or papers. If any of your readers have any information on this boat, particularly regarding sail plans, we'd appreciate hearing from them.

We spent last year fixing and refitting. We are now ready to look into sails.

We hope to kick off for Baja for the '88 season, so any help anyone could offer would be most kind.

Rex and Colleen Murdock
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Rex and Colleen — Congratulations on getting your boat. If you need sails, have your sailmaker come out to your boat and make the appropriate measurements. You need precision, and old spec sheets are invariably way off the mark on sail dimensions, displacement, waterline, engine type, and a hundred other things.



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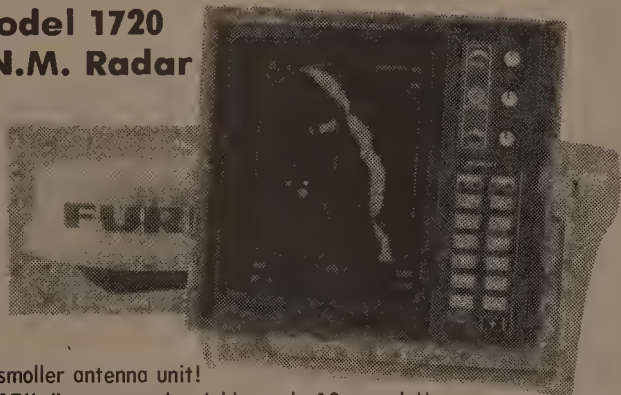
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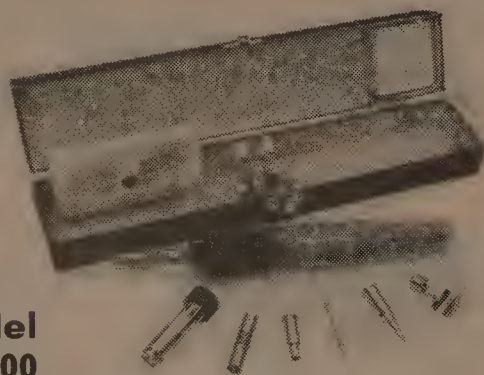
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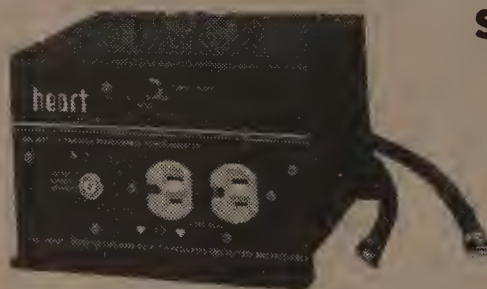
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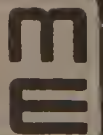
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LETTERS

□ DEAR BRIAN FOSS, DIRECTOR, SANTA CRUZ PORT DISTRICT

I'm sure I share the opinions of many users of the Santa Cruz Harbor when I say I'm dissatisfied with the way you are managing the deployment of the dredge to clear the entrance to our harbor following a storm.

The financial consequences of operating the dredge on overtime (an additional \$1,500 daily expense for two or three days) seems inconsequential in comparison to having a racing fleet of 50 to 60 yachts "standing by to race". It cost me alone nearly \$500 per month to operate my small 30-ft boat, \$50 of which passes to your district directly for my dry storage. Other yachts with in-the-water storage pay far more. And as you know, we either have to use our boat or lose our slip. It is also a financial and a time hardship on my crew to travel to Santa Cruz only to find the race cancelled.

Furthermore, a prime interest of the harbor must be the safe refuge for boats at sea in a southerly. This safety consideration is beyond financial measurement. My own boat has made many potentially hazardous entrances to our harbor with no other choice available and has suffered keel damage.

Your personnel are notified well in advance of the yacht club's racing schedule and it is incredible to me that you don't bend over backwards to have the harbor open for the club's events.

This is the first time the Port District has had an opportunity to clear the entrance after a severe storm. I am disappointed with the results considering that the dredge had 60 hours of clear weather to do 20-30 hours of work.

I'm sure you will have ample opportunity in the future to show us all how efficient you can really be. Races are scheduled for a noon start on 2/20 and 3/19/88.

Jay Bennett
Staff Commodore, Santa Cruz YC

□ SURVEYING THE MARINE SURVEY SITUATION

We recently had an unpleasant experience with a marine survey that might be educational to other boaters.

We employed Sparks International Marine; Surveyors, Engineers and Consultants, to prepare a survey so we could refinance our boat through the Bank of America.

We believe the name of the individual who did the survey is Ted Eimers, but can't be sure since neither we nor the bank officer could read his last name on the survey. In any event, he arrived late for his appointment. As he checked the rigging, I asked him if he had a small telescope to check the upper rigging. He confidently replied that he didn't need one. After a 45 minute look around, he left.

Later he went over some recommendations, but it wasn't for five long days that he presented the survey. It was hand written with several scratch-overs and with many spaces on the form blank. And there were factual errors. He doubled the actual horsepower of the engine (61 hp on a 36-ft boat?) and incorrectly identified the compass, VHF and ham radio. Furthermore, he listed gear that wasn't on the boat and neglected to mention upgrades (diesel cabin heater, two new hatches, radar tower and dodger) that we asked him to note.

It was as though he made up the survey knowing only vague facts about our boat.

After complaining to Joan Sparks about the survey, the surveyor returned for another crack at it. Once again he demonstrated little professionalism in examining the boat. Finally Mrs. Sparks offered to send a different surveyor at no extra charge to us — which seemed only fair since the bank rejected the first survey.

The new surveyor had another job during the day and therefore could only survey the boat after 5:00 p.m., (which in November is



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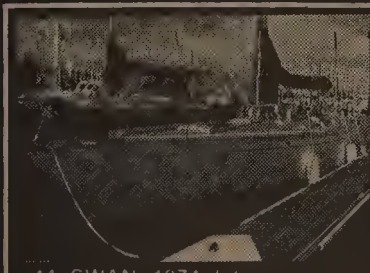
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36' ISLANDER	54,000
36' FREEPORT (2)	69,000
36' CHEOY LEE (3)	43,000
35' CHEOY LEE	39,000
35' CAL	69,500
34' HUNTER	49,000
33' HUNTER (4)	39,500
32' WESTSAIL	35,000
32' TRAVELER (2)	44,500
31' DUFOR	58,500
31' CHEOY LEE	29,000
30' TAHITI	49,500
30' S-2	33,000

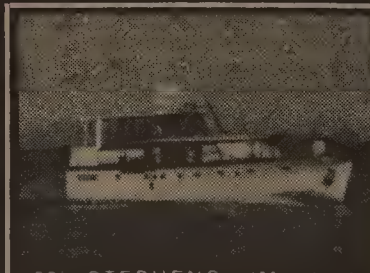
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50' CHRIS CRAFT	115,000
47' STEPHENS '55	99,000
47' KEN HILL '67	79,000
43' PRESIDENT '83	169,000
42' UNIFLITE '73	140,000
41' PT '80	95,000
41' BELL BUOY	147,000
40' BLUEWATER	92,000
38' CHRIS CRAFT (2)	110,000
38' BAYLINER '84	109,000
37' HUNTER	33,000
36' VEGA '62	44,000
36' STEPHENS '54	27,000
36' GRAND BANKS	69,000
35' VIKING	105,000
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LETTERS

pretty dark) or on a weekend (which would mean at least a three-day haulout). Since three weeks had already gone by since I first notified Sparks International that I wanted a survey, I decided to ask for a refund of the \$216 I had paid for the useless survey. Mrs. Sparks said she would refund the money, but it hasn't been done nor have my phone calls been returned.

Eventually we had Robert Downing survey our boat. He spent well over four hours on the vessel and gave us a complete survey that was typed out that very evening. His prompt service was appreciated since an acceptable survey was needed to finalize our loan. Mr. Downing, incidentally, charged 50 cents a foot less than the previous surveyor.

After this experience we know more about the marine survey business. Anyone can call themselves a marine surveyor. There is a registry, but being registered is no assurance of competence. Next time we'll know to check the surveyor by examining some of his previous surveys or at least getting a guarantee that his survey will be accepted by the lending institution.

Gail Ann Hill
Silverheels
Benicia

Gail Ann — We, too, recently had an unpleasant experience with a marine surveyor . . . which makes us sympathetic to your situation and a little discouraged about the system.

You are correct, anybody can print up some business cards and call themselves a surveyor. Whether they are any good and whether their survey will be accepted by a lending institution are entirely separate questions.

In retrospect it becomes obvious that a marine surveyor shouldn't be hired until the lending institution says they'll accept his or her survey. And for your own protection, the surveyor shouldn't be hired until you're satisfied that your boat will get a quality examination.

Yes, on occasion some lending institutions and insurance companies will accept surveys by incompetent surveyors. We know of a complex 70-ft charter boat in the Caribbean, for example, that was surveyed in about 90 minutes by a guy wearing a business suit in the tropics. After about three weeks he produced a document of many pages but with little information on the actual condition of the boat. The survey of deficiencies remedied was even worse. Nonetheless, one of the big marine lending institutions in the United States and Lloyds of London both cheerfully accepted the survey with no questions asked.

Well, we asked questions when a London broker who works with Lloyds came to town. He said he was fully aware that many of the surveys they received were woefully inadequate or factually in error, but that some of the underwriters didn't seem to give much of a damn. As we understood him, the primary function of a survey was not to ascertain the condition of a boat but to cover everyone's ass if something did go wrong.

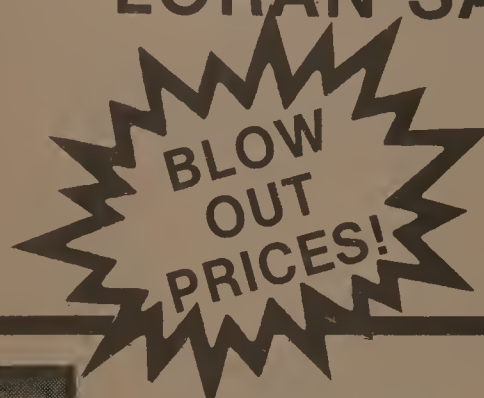
As for the original survey done for you, it wasn't very impressive, particularly if you're correct where you noted that the navigation aids were inaccurately identified. Even we, for example, know that an 'icon' is a religious image painted on a wooden panel rather than a brand of ham radio. If that was the entirety of the survey, it should have been completed in more like five minutes rather than five days.

As for thorough surveys, we think clients should allow at least a week unless rush arrangements have been made. The good surveys we've seen have been detailed and take time and thought to prepare correctly.

There are some really terrific surveyors around that can greatly educate even experienced boatowners, making the survey fee an

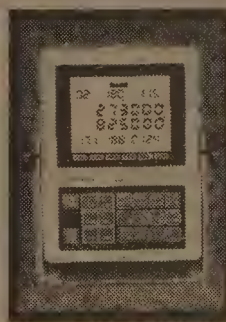
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LETTERS

excellent investment. Unfortunately, there are also a number of bozos around, too. As always, 'let the buyer beware'.

Ironically, fine surveyors can also pose problems for boatowners. Sometimes they are so darn thorough and persnickity that they can make a very fine vessel appear to be a bigger risk than a mediocre boat evaluated by a good but less demanding surveyor. Such guys can really lighten your pocketbook.

Just last month a surveyor hired by us to examine our charterboat said he couldn't find anything wrong with the rigging, yet "couldn't guarantee that it wouldn't fail". Wonderful. His lack of confidence cost us nearly \$1,000. Frankly, we think he noted the rigging because he couldn't find anything else wrong with the boat. Grrrrrrrrrrrr.

Surveying — it's a very sticky part of the boat business because there is so much personal opinion involved and so few objective standards that can be applied.

□ AMERICA'S CUP RULES

If the old rules apply to America's Cup Challenges, then I believe that the New Zealanders will be obliged to bring their boat here "on its own bottom" just as Lipton had to sail his *Shamrocks* from England.

Wow! Just think of the advantage: 12,000 miles and most of it upwind.

Alan Villiers said the big boats had a motion at sea that could snuff the flame out of a railroad lantern. At least one broke a mast and had to sail fast in order to avoid starvation and dehydration. Now we're talking sailing.

Jim Irwin
Novato

Jim — The thing about the rules — and this was confirmed by the New York judge — is that they are free to be amended as long as all the parties agree to it. But forcing the 'over on their own bottom' issue wouldn't serve anybody's best interest. Not the challengers, whose boats would never make it to San Diego. Nor for San Diego, which would have no challengers to contest the Cup.

□ WATER WARS

I'm sending this article from the *L.A. Times* on to you to make you aware of an attack from a new direction on the Delta and its water.

The *L.A. Times*, as you probably know, is owned by the Chandler/Otis families who are not merely Southern California oriented, but also own enormous agriculture land acreage in the lower San Joaquin Valley which require ever-increasing amounts of irrigation water.

This article marks a new tactic in the battle for the water that is essential for life in central California and the Bay Area: i.e., cut off the funds to maintain the Delta levees, its life, and road networks; then go after the water.

These people are capable of turning central California into another desert like they have done to Owens Valley. Their thirst is unquenchable.

Reg Theriault
San Francisco

Reg — Interesting, as well as unpleasant, reading.

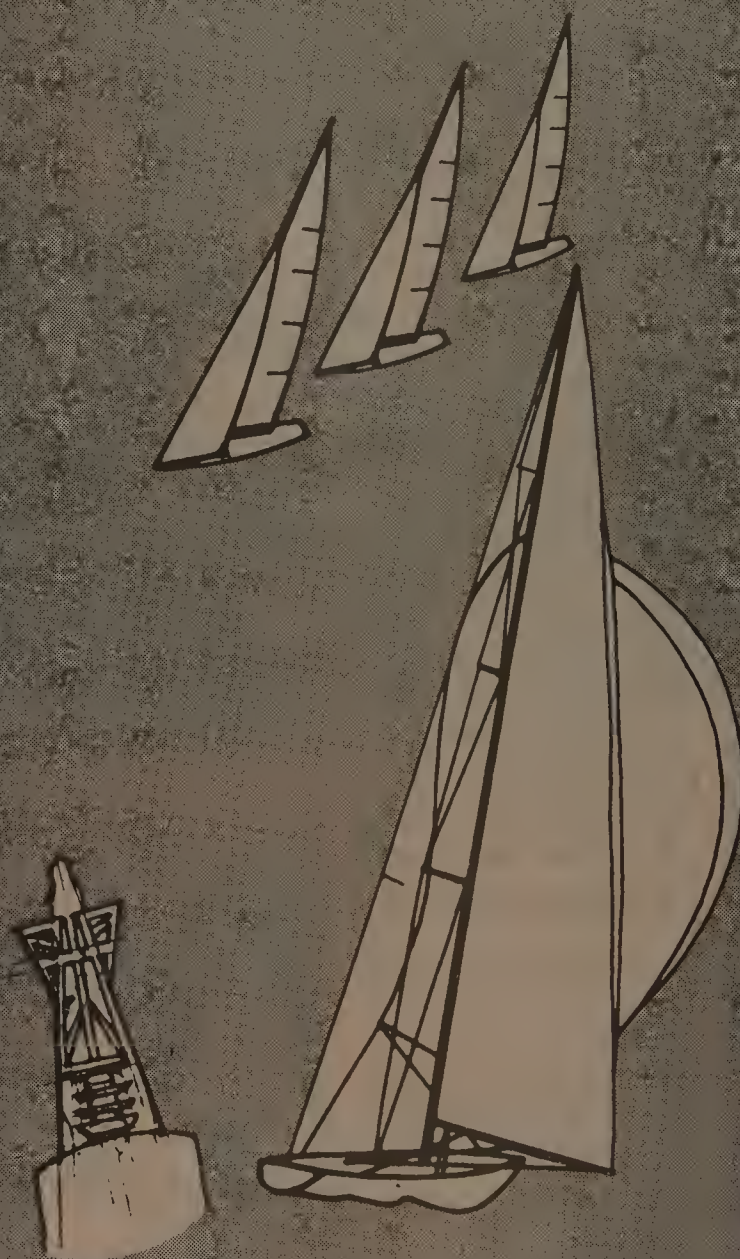
□ THE THINGS YOU HEAR

During a sunny mid-week afternoon last fall, I couldn't help but overhear the following conversation at the Berkeley Marina. To set the scene, the couple was on a boat in its berth, they were getting

bay riggers

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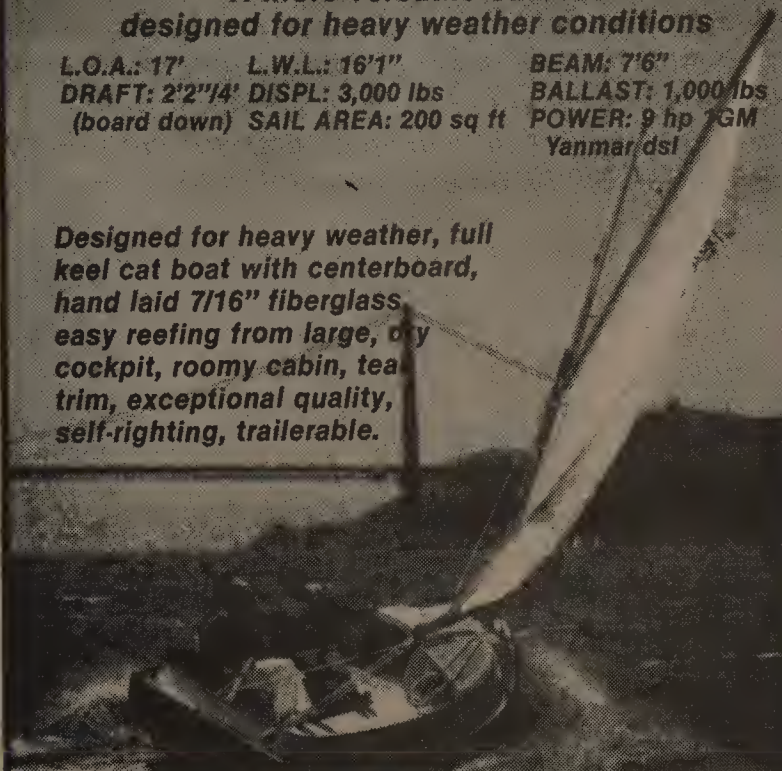
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LETTERS

ready for a sail, and the guy called loudly from the bow to the woman in the cockpit:

"Hold the tiller amidships."

"Do what?"

"Keep it in the middle."

"Keep *what* in the middle?"

"The tiller."

"What's the tiller?"

Swearingen
Mermaid #8, Ondine
Oakland

Swearingen — *Then when they got out on the Bay, he said: "Since we're running downwind, ease the cunningham, loosen the halyard, tighten the vang and ease the backstay. When you're done with that, get the spinny sheet and lazy guy ready for a dip-pole, but be careful because we don't want to start the rolly-pollies and do a banana-split. After we've made it, bring the pole way back with the afterguy, snug the tip with the foreguy, and get ready to bloop. Bring me a Bud while you're at it. Ready?"*

□ MOORE SUGGESTIONS

I have a suggestion for the Moore 30's that have failed to satisfy PHRF safety requirements for the ability to right after capsizing because of the large hiking platforms:

Make the platforms grated to reduce their righting resistance. If this reduces the cantilever strength of the platforms, then add guywires to the mast outside the radius of the boom — like on *Zeus*.

I like the Moore 30 design, which can hold six on its platforms. I'd like to see the idea fly.

Bill Henry
Rocket
Mill Valley

□ THE KEELS & BOLTS OF IT

I just sold my Cal 25 and have been looking around for another sailboat. One thing I noticed is that a majority of recently manufactured production fiberglass sailboats with fin keels have bolted on keels as compared with the encapsulated ballast keels on older model boats. Is this a good thing?

There have been a number of instances where bolted on keels have fallen off (such as on *Drum* prior to its starting on the last Whitbread Around the World race), or have had problems with shearing and distortion of the keel bolts as happened to *Credit Agricole III* in the BOC Challenge.

Such things are not exclusive to large sailing craft in as much I have seen evidence of movement on the keel-hull joint of a year-old O'Day 25 (a nice neat crack in the bottom paint along the joint). With the higher aspect keels in a lot of new boats and the resultant increase in torque at the joint, I would suspect that the problem is increasing. Is there any data to support or dismiss this conclusion?

Lastly, with respect to bolted on keels, what sort of preventative maintenance is needed and how difficult is it to replace the keelbolts?

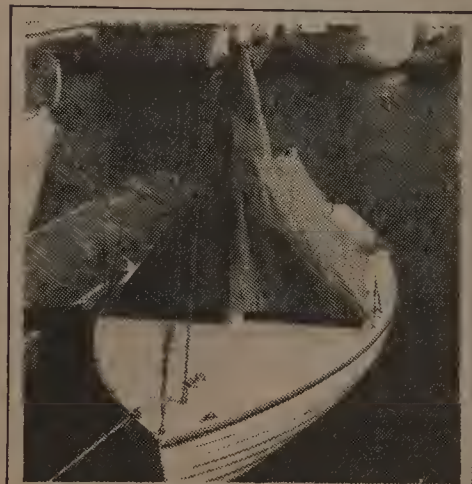
I would hope one of your readers can help address these questions before I purchase my next boat since there are a lot of fine looking and fine performing sailing craft with bolted on keels that I should probably be considering.

Since I am into asking questions today, let me ask one more. What is the best way of removing old bottom paint on a fiberglass boat prior to resurfacing the underwater hull with epoxy or other product to fight off the pox?

Should you come up with reasonable answers to the above, I will

Yes

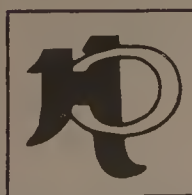
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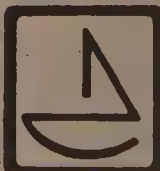
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LETTERS

be eternally in your debt. At least for an hour or so.

Norman E. Johnson
Half Moon Bay

Norman — As with most questions, your bolted on versus encapsulated keel question doesn't lend itself to a simple answer.

Bolted on keels are a good thing, in fact the only thing, if you're looking for outstanding speed and pointing ability. There's just no way to build encapsulated keels to get the ideal foil shape necessary for top flight performance.

According to one of the oldest and best respected yards on the Bay, about seven out of 10 boats with bolted on keels show some kind of separation from the hull at the forward edge. We're advised that this is caused by cranking down on the hydraulic backstay, which bends the bottom of the boat at the front of the keel, opening a small crack between it and the hull. Then there's a group of boats where the trailing edge of the keel is so thin that it pulls away slightly.

The solution to problems of the former type is to put some goop in the crack and tighten up the bolts. In extreme cases, it might be necessary to add an additional keel bolt near the front of the keel. For the latter problem, you tighten up the keel bolts and reglass the area. These are not major projects.

Cleaning and tightening the keel bolts is the normal periodic maintenance. For boats like Columbia 26's, Santana 22's and others with lead keels that have been around for about 15 years, it's a wise idea to replace the keel bolts. On a Ranger 26, the bolts would cost in the range of \$100 and the labor about \$400. It's a project, but not a huge one. For boats that are 40 and 50 years old, like Golden Gates and Bears, you have to pay greater attention. In at least one instance a keel fell off the boat at the dock. It was recovered and reattached.

If topflight performance isn't that critical and you think you might be ramming into mudbanks and sand bars, a boat with an encapsulated keel would be worth your consideration.

As for removing the old bottom paint for the pox treatment, you can either use 299 paint remover — not just any paint remover, mind you — or sandblast it. If you've got blisters, sandblasting is unquestionably the best way to go. It's important, however, you get an artist rather than a butcher to do the blasting. An unskilled sandblaster can do horrible things to the hull of a boat.

□ COMPUTERS AT SEA

First, love your magazine.

A recent article on the use of computers in sailing was featured in *Sail* magazine. There was significant detail on navigation, but little regarding other areas which to me are more important. The computer aboard is certainly not for everyone, but for those like myself who use the beasts daily, there are some major advantages.

Although navigation can be done on computer, things like weatherfax, telecommunication, charts, and continuing a profitable work effort are of more importance. Been navigating without them for years, eh? Computer-based charts allow putting the entire world (20 miles per inch, down to one meter) on one 3.5 inch CD-ROM disk (DeLorme, Bx 298, Freeport, Maine). Transmitting or receiving mail instantly via CompuServe/computer would allow anyone cruising to independently continue business correspondence and banking from any port with telephone service.

Do you know of anyone using a PC computer-modem-SSB link for weatherfax? Or, patching to shoreside computer via SSB?

Lastly, can the following be added to the Crew List?

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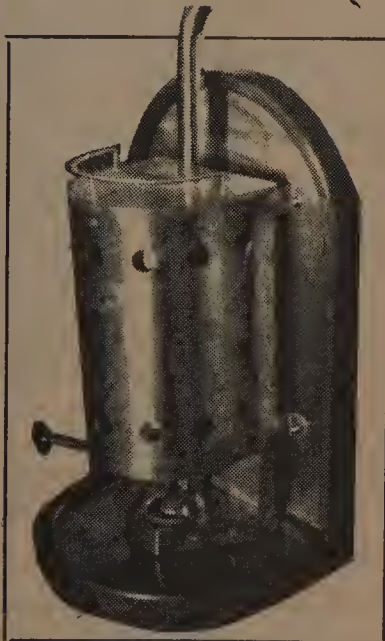
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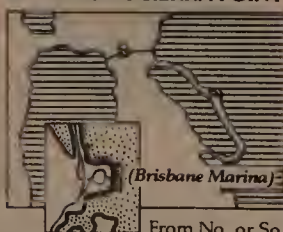
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LETTERS

commit time/energy). J&C, 2492-B Whitney, Mt. View, CA 94043.

John Hamilton
Mountain View

John — We personally don't know of anyone using a PC computer-modem-SSB link for weatherfax, nor do we know anyone patching to a shoreside computer via an SSB. Which is certainly not to say that it isn't being done or cannot be done.

Such a capability would be fantastic, because there are a lot of great places to cruise in the world where telephone service ranges from spotty to non-existent — and is always very expensive. Mexico, for example, where there are certain times and places where it's almost impossible to call out of. The Caribbean, even in the United States Virgins, can also be hopeless. We had to chuckle a bit at one photo in the Sail article, which appeared to be of a sailor using his computer on a telephone at English Harbor in Antigua. When we were there a year ago, there was only one phone and it was only available from about 0200 to 0245.

Yes, an SSB (or ham?) link would be great, although there are severe limitations on those systems, too. Actually, the best hope for the future is with satellite communication. You've probably seen photographs of huge yachts with big white domes on them. Those domes are the antennas for satellite communications which assures 24-hour, all-weather contact from anywhere in the world.

Remember William Simon, who served as Secretary of the Treasury in the Ford Administration? After leaving government service, Simon cleaned up to the tune of nearly half a billion dollars in leveraged buyouts. With some of the proceeds he built the 124-ft sailing yacht Freedom. The yacht has a satellite communications system, which means that each morning at 0900 Simon could have a complete copy of that day's Wall Street Journal to read with breakfast. In fact, that's just what he did during a recent surfing and diving voyage across the South Pacific.

The problem with the satellite systems has always been that you have to have a yacht and pocketbook the size of Simon's to be able to mount the antenna and afford the \$30,000 price tag. That may change. According to a recent report in England's Yachting World, satellite communication systems will soon be the size of a small television set and cost about \$5,000. That would make it a whole new ballgame, wouldn't it?

As for the Crew List, it's a lot like a computer. You've got to follow the instructions or the damn thing won't work.

☐ VESSELS PASSING ON THE BAY

I'd like to know if there's any way I can purchase two copies of the photograph that appeared on page 96 of the October issue, the one that featured both the sailboat Liquid Sky and the ship Lion of California.

I've worked on Lion as an AB and have a friend who sails on Liquid Sky.

Rick Johnson
Santa Cruz

Rick — Virtually all photographs taken by Latitude are available for purchase. Contact Sarah at (415) 383-8200 for details.

☐ YOU WANTED MOLLY FOLLY THE WAY YOU WANTED A BIG MAC

Thanks for your article last month on sex and sailing.

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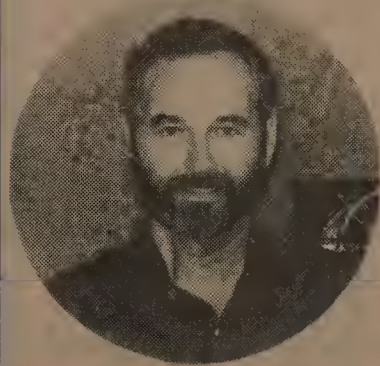
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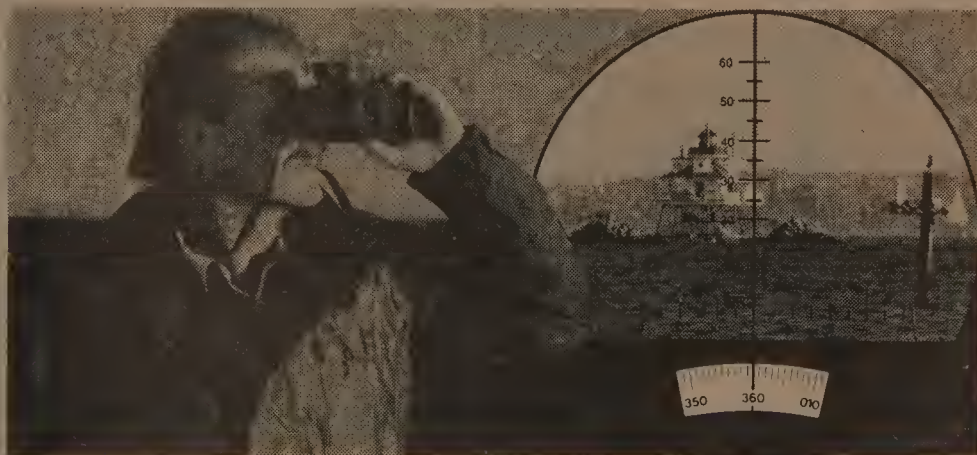


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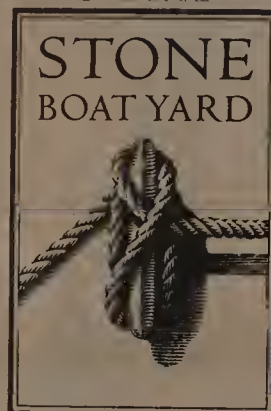
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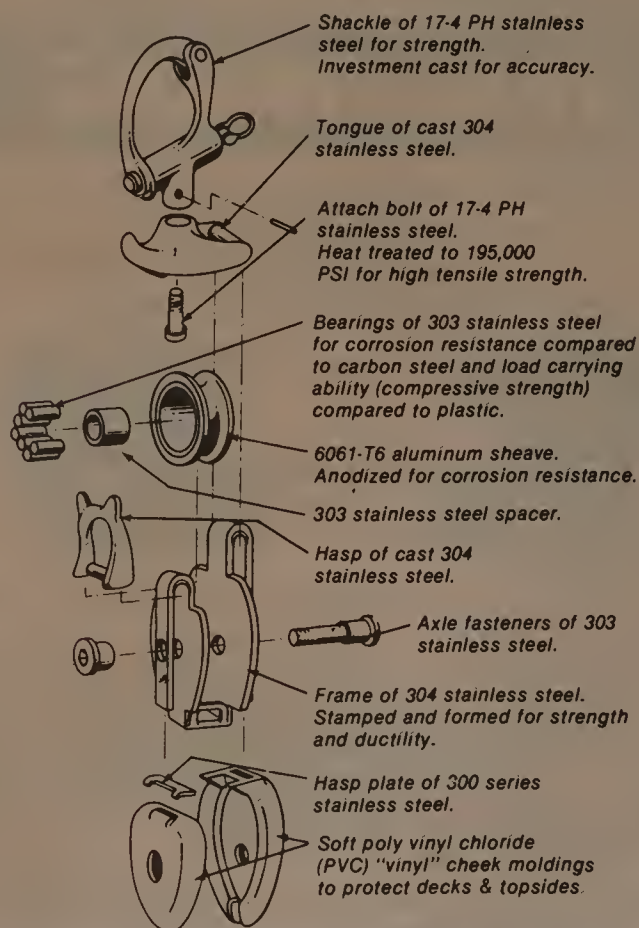
There are 16 Nicro models to choose from, including 5 with the patented Nicro Trunnion Snap Shackle, and 7 economy models with pin shackles. They have load capacities from 2,000 to 14,000 lbs., and can handle lines from 7/16" to 7/8" in diameter.

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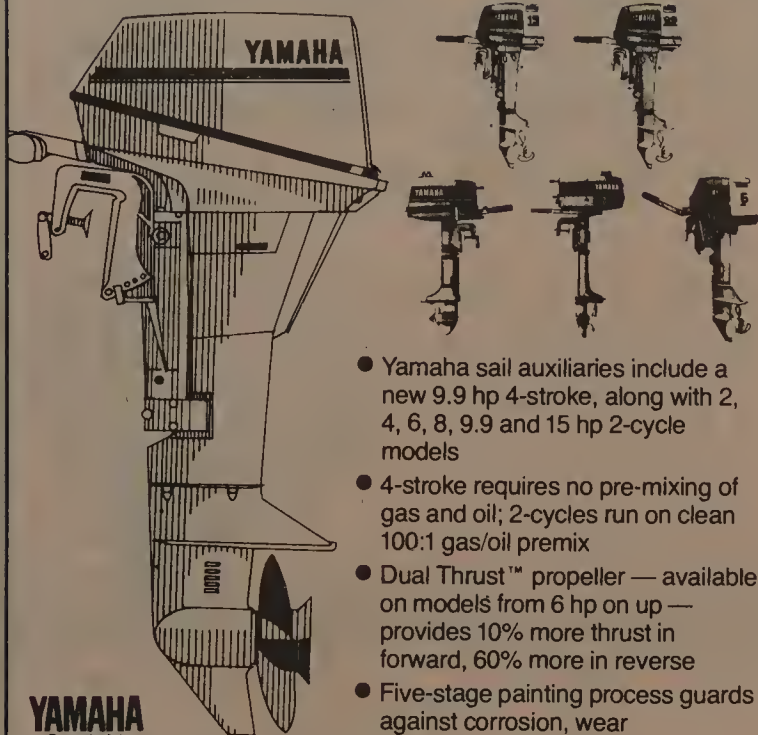
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LETTERS

more about sex in an hour than do men. It is commonly thought that men have more sex drive, but this is not the case. Men are just more outwardly aggressive sexually, which is okay in our culture. Men actually spend more of their time thinking about mechanical things (such as sailboats) and business, which leaves less time than women have for thinking about sex.

Women tend to prefer a much softer, more romantic and played out type of sex whereas men often enjoy more aggressive and mechanically graphic sex. Men usually prefer less time to arouse a woman to "go all the way", too. Men often feel that women don't want to have sex at all, but it is actually the type of sex that they want that is different.

What is it with women anyway? The answer is that they are biologically different than men. Women are the loving childbearers and men are the aggressive hunters. It was nature's way, through evolution, of insuring the strongest partnership for child rearing. It takes an enormous sex drive from both sexes — in fact our second strongest drive — to bring together two such opposite genders for a child-bearing partnership.

Can you remember how you felt about girls before your sex drive kicked in about 4th grade? Girls played with dolls and were bad ballplayers and kind of in the way. But then one day Wham! your sex drive knocked you over the head as with a Dutton's and then you wanted Molly Folly like you wanted a Big Mac.

It was powerful chemical magic. Girls were no longer in the way. They were still the same as before; different. And they still liked different things. And the type of sex and the pace they liked was different. But on the average, women actually think about sex more than men.

P.S. I'm searching for a Lee Helm that wants to marry a naval architect and have a baby someday. I'm 27.

Jerry Kedder
General Delivery, Sausalito

Jerry — We think your analysis is interesting but that it doesn't take into account the effects of the environment. For example, last month we did a little sailing among the Grenadine Islands of the Caribbean where the French women go topless and the Scandinavian women go starkers. There's no way those women could have thought about sex more than we did.

□ TERRIBLE THINGS ABOUT THE NORTHWEST

Your response to Peter Lange's letter about cruising the Pacific Northwest was right on the money — but didn't go nearly far enough describing the agonies and discomfort one has to put up with when trying to sail up there. I speak with some authority. I built a boat in San Francisco and enjoyed it there for four years before sailing it to the Pacific Northwest where I have spent the last three years just trying to get warm and dry.

Everyone knows the *obviously* terrible things about the Pacific Northwest: no sun and mostly rain with banana slugs everywhere. But Californians ought to know some of the more subtle factors that conspire with the obvious to ruin the vacation of any sailor dumb enough to even consider cruising here.

First, there is no wind. Granted, this is a minor problem with a sailboat with a good diesel engine and plenty of fuel. Secondly, however, no sailboat can power fast enough to overcome the horrendous tidal currents, so the engine isn't worth much after all. Third, there are too many rocks to make the old Rand-McNally useful, so the visiting sailor will either be forced to sit in one of our expensive marinas or spend a fortune for charts that almost instantly become worthless because of reasons one and two. The locals here under-

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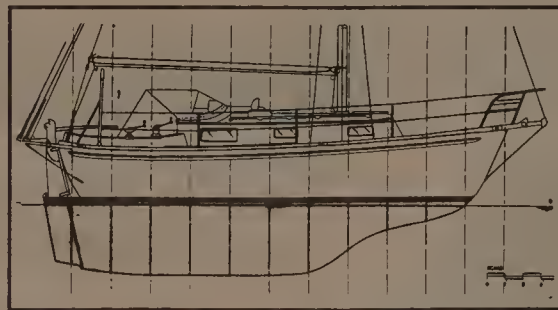
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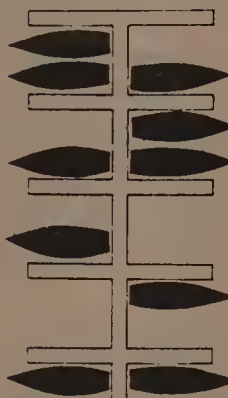
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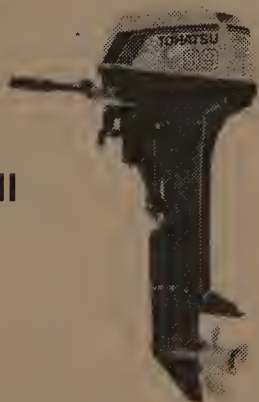
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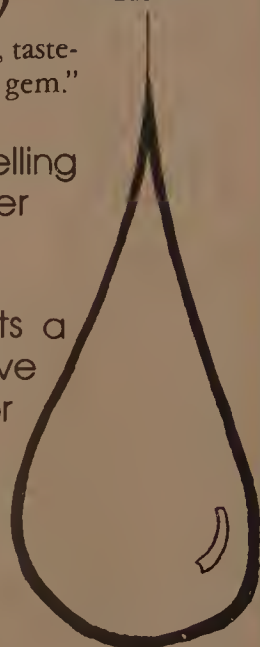
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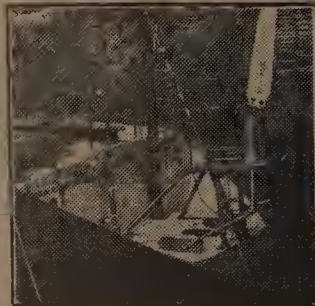


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LETTERS

stand these things and opt for big powerboats. Which brings up the fourth point; the locals are like powerboaters everywhere.

Lastly, the people are not friendly! Anyone who has ever watched a Seattle Seahawks football game played at the Kingdome should know this. Why there is even a local writer here who frequently instructs the natives on how to be rude to out-of-towners. Californians especially.

Your proposed *Idiot's Guide to Cruising the Pacific Northwest* would be finished with the single sentence: "Only an Idiot Would Cruise the Pacific Northwest".

I know this doesn't qualify me for a Roving Reporter T-shirt, but if you've got a few extra laying around you might send one anyway. I'll use one to help me keep warm in August during the height of the short boating season.

W. Kern Hendricks
Seattle

W. Kern — We wouldn't hesitate to take your missive at face value if it weren't for the fact that you're still in Seattle. Is your letter some kind of ruse to keep others from overcrowding the area? As for getting to the Pacific Northwest, the smart money says you sail there by way of Hawaii rather than by hugging the coast. That it's more scenic makes up for the fact that it's longer.

Actually, we know quite a few sailors who like the Pacific Northwest. Usually they've already spent three or four years in the tropics and enjoyed the change of weather.

□ NOT AN IMPROVEMENT

It's always fun to see my foolish ramblings printed in your *Letters* column, and when you change things to improve my grammar or style it's almost always welcome.

But, oh dear, in my recent letter (January) in response to Jann Burner's letter of December I wrote "... I put the helm up."

You changed it to read "... I put the helm down."

Shame on you! We were attempting to fall off. When sailing close-hauled, with the tiller amidships (assuming no weather helm), falling off requires the tiller to go to windward, hence up. Putting the helm down to leeward will cause the bow to go up to windward and eventually tack across.

I love you, *Latitude*. I bring your mags to Cabo, I eat at Papi's, please let me keep my reputation as a former 'semi-novice'.

Edward W. "Ed" Jose
Lafayette

Edward — If we'd been driving your boat we wouldn't have made the mistake; it's thinking that always gets us in trouble.

□ NO DANGER

We've heard a lot of talk about United States cruise ships being a danger to small vessels off Baja's west coast by not keeping a lookout, etc.

Well, on the evening of December 12, we were sitting on *Zuby* snug at anchor in Bahia Tortuga when we picked up a "call to anyone" from the 41-ft sailing vessel *Pilgrim*. They indicated they were "somewhere off Isla Cedros" in a storm, running low on fuel, with an inoperative generator, and suffering from excessive fatigue. "We need help" was the last clear transmission.

At this point the cruise ship *Star Dancer* stepped in and provided the vessel with their position, the course to steer to Turtle Bay, and established a radio relay for them in Turtle Bay.

To make a short story shorter, should I ever get in trouble at sea I would hope that *Star Dancer* — or a vessel like them — is in the

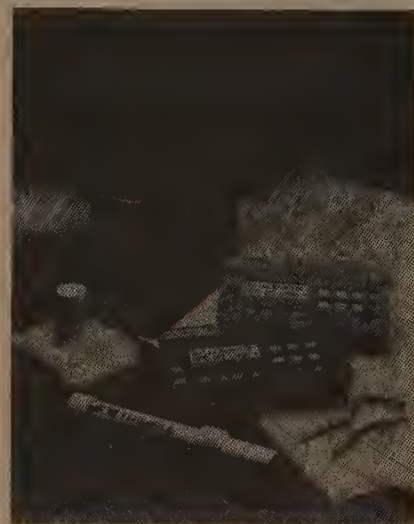
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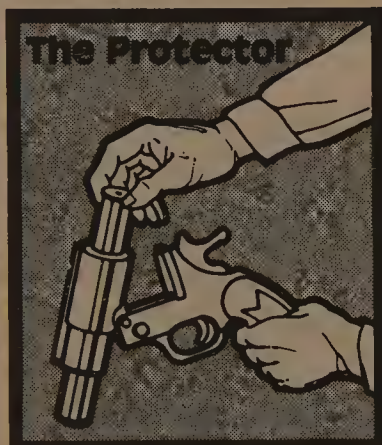
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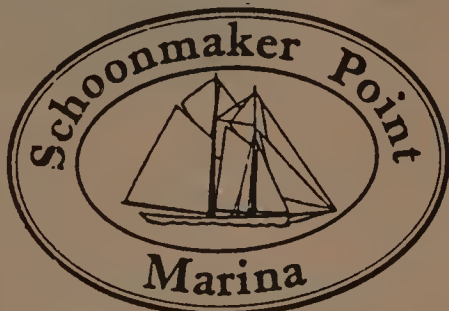
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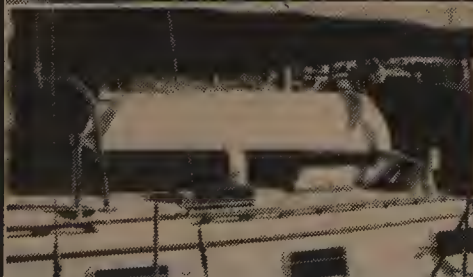
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LETTERS

area. Thanks to the radio officer with a Finnish accent — we didn't get his name — a disaster may have been avoided. *Pilgrim* made Bahia Tortuga safely at 2300 with three very tired but happy sailors.

P.S. Since we don't have copying ability, can you please send a copy of this to Admiral Cruise Lines in San Pedro.

Wolfgang Peter
Livingston, CA

Wolfgang — To our knowledge, nobody has ever accused any of the cruise ships of not keeping a vigilant lookout or being a reckless danger to small boats. Usually those cruise ships are extremely well-equipped and operate with safety as an absolute top priority. In fact, rather being a danger to small boats, we are personally aware of numerous occasions in both the Pacific and the Caribbean where cruise ships have been more than delighted to render direct or indirect assistance to cruisers. It gives their passengers such a thrill, we think most cruise lines would like to add rescues at sea to their other regularly scheduled entertainment.

By the same token, we'd like to report that small boats reciprocate for cruise ships, too. We were sailing off Tenacatita Bay a couple of years ago when one of the big cruise ships passed by, then started clanking her horns, going around in circles and lowering a boat or two. From all appearances, somebody had gone overboard and they were conducting a search. We got on the radio to say we were coming right over to help; they said 'thanks' but that it was just a drill.

The law of the sea nonetheless remains that all mariners come to the assistance of any other mariner in distress.

By the way, we sure hope one of the cruising boats in Bahia Tortuga went out to greet *Pilgrim* when she was coming in. A boat entering any harbor at night is an excellent candidate for misfortune, particularly one with her entire crew suffering from "excessive fatigue".

□ HAS MORA GOTTEN LESS?

Is M.O.R.A. gonna schedule a race down the coast to San Diego this summer?

I know they've had a shortage of entries recently.

I've done two of the races and have really great times, so I hope they'll keep up the great work.

Larry Nelson
Concord

Larry — The MORA Long Distance Race to Southern California seems to be history. Run almost concurrently with the wildly growing Oakland to Catalina Race in early July, many MORA entries have jumped to the shorter race. Nobody seems to miss bobbing around in that mostly light stuff between Catalina and San Diego anyway.

□ WHO'S HAROLD BOQUIST?

Along with Chris "Sonny Boy" Klein, President of the Jeff Miller Fan Club, who are the other "fellow speed addicts" thinking Miller is the "best of us all"?

Come up with one name and I'll buy you a Latitude 38 T-shirt.

Harold Boquist
Alviso

Harold — As our article stated, Miller was sixth in last year's 5-O-5 Worlds and recently won the 30-boat PCC's in Los Angeles. That's good enough for us.

□ YOU'VE HEARD OF CHICO STATE

First off, thanks for making such a fantastic and informative publication available. I never miss an issue. Although I don't miss

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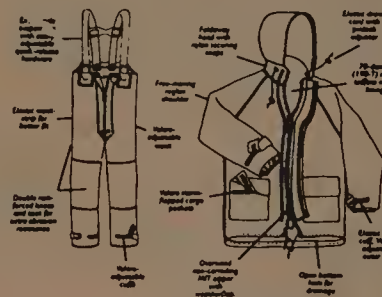
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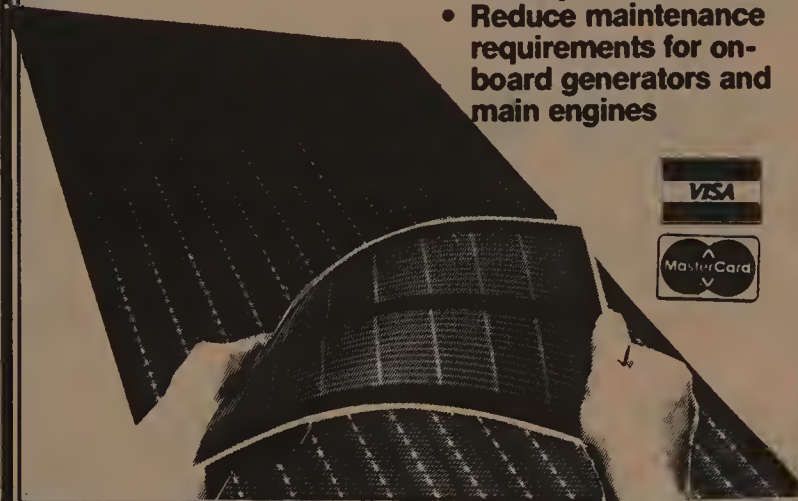
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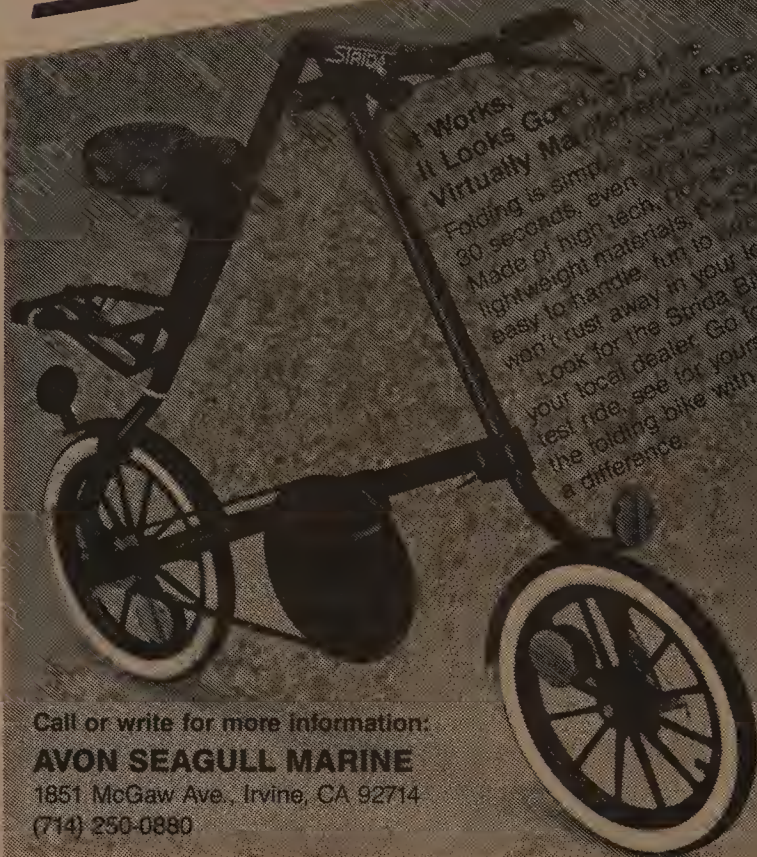
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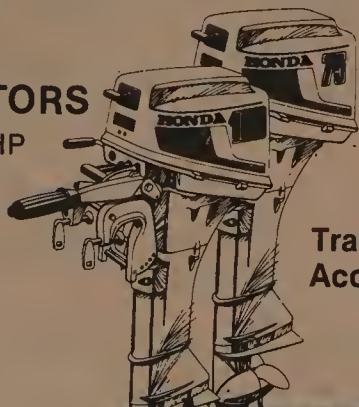
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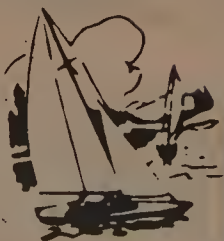
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LETTERS

issues, I usually don't get them right away because I've been landlocked in Chico for the past five years going to college. I drive down to the Bay Area once a month to see my Mom and pick up a *Latitude*. (My Mom would be hurt if I didn't say that, but she knows the real reason I come down).

You've heard of Chico State? Party school, rah-rah, let's drink beers and study. Ha-ha. It's not quite as bad as they say, but after seven years in college (two at Diablo Valley College and five at Chico), I need to go sailing for awhile. My buddy and I have been sitting in the aft of the classroom and talking about sailing while the professor lectures about temporary structure design. It's not the most efficient way for us to learn, but it's fun.

If you would please print the enclosed *Classy Classified* it would be greatly appreciated. Even though my sailing experience is limited, I learn fast and think I could be helpful to somebody. Thanks for the help!

Cris Sena
Walnut Creek

Cris — After that many years in school, we think you're wise in seeking to expand your horizons. There is so much you can't learn in a classroom.

☐ KEEP THE DAYDREAMS COMING!

My present passions have brought me about as far from the ocean (Boulder, CO) as you can get, but it doesn't keep me from looking ahead to a future one.

I've noticed that the local politics that come up in the *Letters* seem to be universal. If you think 'rich yachtsmen' are the only ones losing ground to the local and federal powers that be, you should see what they're pushing on us 'rich pilots'.

It's nice to see a little honesty in print once in a while, which is why I'm glad you let people speak their minds with a minimum (I think) of editing.

After *Letters*, I usually read the *Classy Classifieds*. The first sentence of this letter explains why. Then I read *Changes*. Again, the first sentence explains why.

But the biggest bonus is the Crew List. It will probably take another year or two of threatening before I sign up, but until then the snow is great, the flying is great, but the water is too damn cold!

Ian Huss
Boulder, Colorado

Ian — Just don't fly in the snow; we've known more pilots who have lost their lives that way.

☐ MS. DE ROSS, WOULD YOU LIKE A COUPLE OF HERSHEY'S KISSES?

I couldn't help but respond to a letter printed in the December 1987 issue of your magazine by Ms. Janet de Ross.


Certainly the sign at Big Al's is an offensive one; however, the restroom photo was reaching a little far, and definitely getting overly critical of mammary images that weren't there.

Passing Big Al's has made Ms. de Ross overly sensitive to this issue. Why, she must cringe at the sight of a Hershey's Kiss or, heaven forbid, a view of Molly's nipple in the Southwest. In the history of art women's breasts have always been lauded images of beauty and inspiration (i.e., the works of Titian, Rubens and Modigliani).

Next time you're sailing down the coast looking for a lighthouse think of the allusion its image makes. Phallic symbols in architecture and elsewhere prevail: objects such as the Washington Monument, rockets, lipstick tubes, not to mention so many fruits and vegetables,

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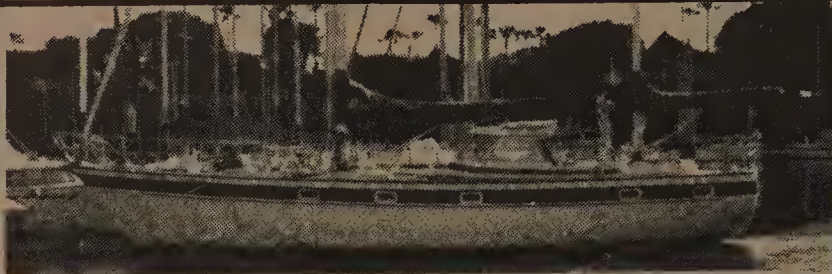
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LETTERS

and of course the footlong hotdog. It seems trivial to allow these images to disturb us so.

D. Fiscine
California

D. — We don't think Ms. de Ross was reaching too far as much as she was blinded by the light. It's come to our attention that the flashing nipples sign she referred to in San Francisco's North Beach is actually at the Condor, not Big Al's.

Or perhaps we should say 'was' at the Condor. Believe it or not, on the first of the year the owner of the Condor started covering up what he felt were the "offensive" parts of the sign and announced that from now his female dancers would be wearing period costumes of the Gold Rush that would not expose any genitalia. Lest anyone get the impression that owners of raunchy nightclubs are beginning to philosophically align themselves with Ms. de Ross, let it be known that the owner of the club said that the flashing nipples part of the neon sign would stay. We can't remember his exact words, but they were something to the effect of their being 'historic' or 'sacred'.

Personally, we think it would be a great idea if the Coronado city officials decided to 'clothe' the 'nipple' part of the bathroom in a polka dot brassiere or something. This would draw worldwide attention in the press and thus siphon off some of the excess tourist traffic from what's genuinely become InSane Diego.

□ HOW BIG IS 'LARGE'?

It has been a long time since we gave any thought to who was first in producing large fiberglass sailboats, as brought out by Chris Gullikson in the January *Letters*. It is largely a matter of what "large" means.

When we launched our first three 34-ft Chinooks in 1956, they seemed pretty big in comparison to the only other fiberglass boats we knew of, the little open fishing boat with outboards. But if "large" starts at 40 feet, then the Bounty was first.

Anyway, we may well be the longest company in continuous production of fiberglass sailboats, though certainly not the largest in number of boats. We make just a few boats a year now of the Cascade line, but the hulls are built for heavy weather sailing and several have made circumnavigations.

We keep a record on each boat we made and would like to hear from any Chinook owner or new owner of a Cascade.

Wade Cornwell
Portland

□ HIRONDELLES

I'd like to announce that the year-old Hironde Association is welcoming inquiries from past, present and aspiring owners and crew of Hironde coastal cruising catamarans.

The international newsletter covers local get-togethers as well as historical and technical articles. The cruising accounts are often gripping to humorous.

Dennis Diekhoff
5049-B Newton St.
Minneapolis, MN 55419

□ UNWARRANTED VIOLENT ATTACK

I read with total disbelief your unwarranted violent attack on Leland Lewis.

He was my navigator in the 1951 Honolulu Race aboard *L'Apache* and was responsible for the fine navigation that saved Ted Sierks' life after 30 hours overboard. He has been my friend for many years and is an upright, honest man almost too trusting for our world today.

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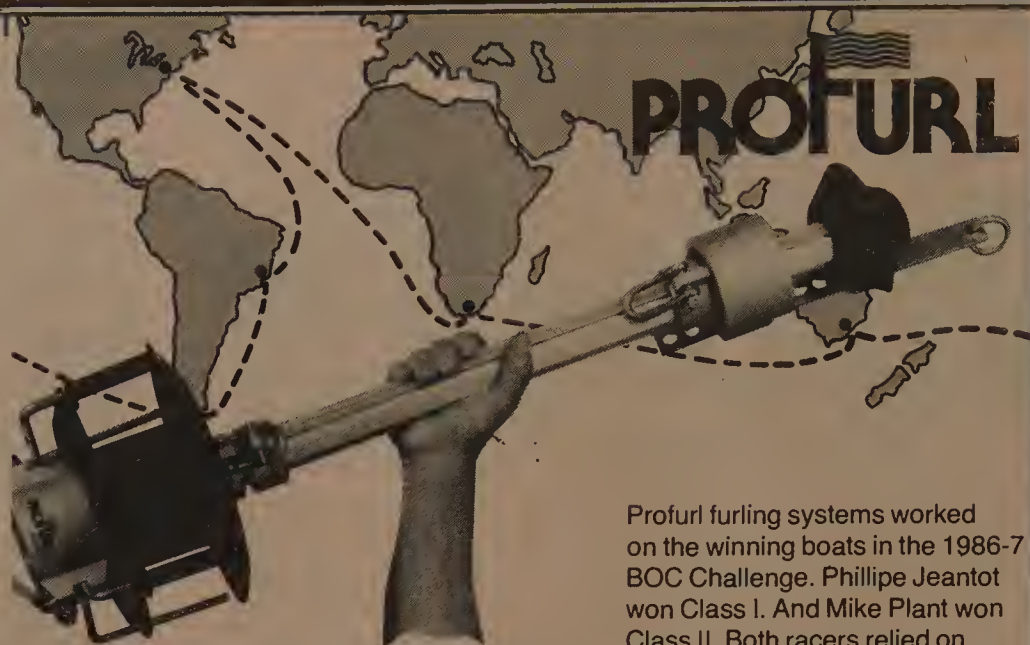
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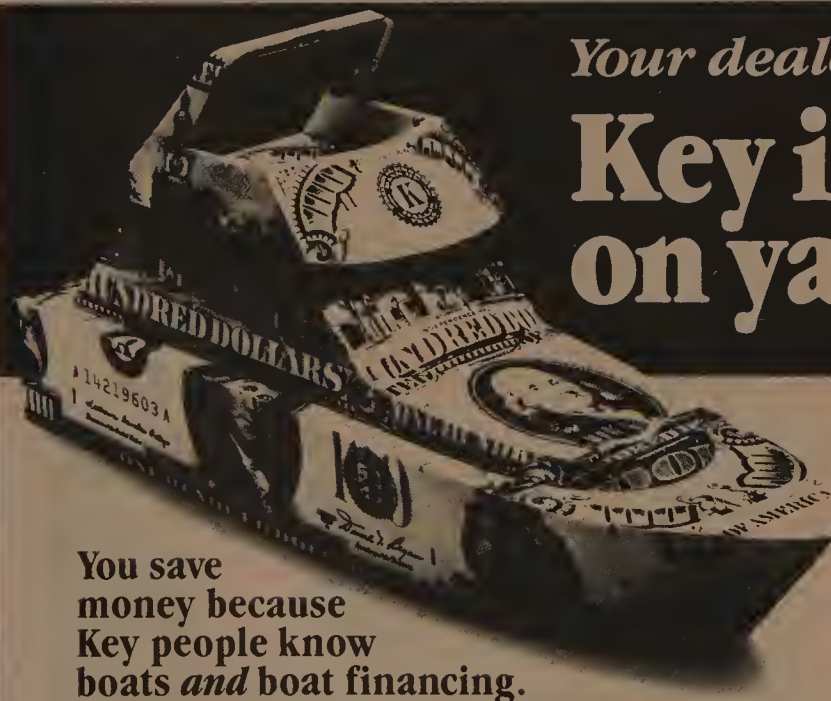
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LETTERS

His new *Baja Sea Guide* is being copyrighted this month and going to the printers in June. Lee says the delay in getting the book published was largely caused by Jack Williams "failing to provide his best efforts". Lee also says that everyone who asked for their money back has gotten it.

I believe a publisher has the moral and legal duty to contact a man before such libel is published. Lee's phone number for 25 years has been (408) 624-2157. For 30 years his address has been Box 46, Carmel, CA 93921.

Shame on you *Latitude*.

Peggy Slater
Peggy Slater Yacht Sales
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Peggy — You're damn right we've got a moral and legal duty to contact Leland before writing the kind of stuff we did. We have contacted him — several times in fact — over the years.

A very nice sounding fellow on the phone, Leland always has the same explanation: because he wants the book to be excellent it's taking more time than he thought. He always says it will be ready in a couple of months and that anyone who wants their money back can have it returned for the asking.

Some problems. According to calls and letters we've received, some of the people who have requested refunds have not received them. One guy even wrote us that he was going to sue Lewis for mail fraud until he found out what a hassle it would be.

The second problem is that over and over Lewis has said the book will be out in a couple of months, and over and over again it's turned out not to be true. We've heard that false promise so many times we've got good reason to speculate that it's not likely to happen soon.

Frankly, we hope we're wrong. We hope that Al Quant, who wrote in the last issue wondering about the Guide, and the Fouch family who write in this issue inquiring about the Guide, both get their books soon.

☐ HUMILIATION BY TELEPHONE POLE

Janet de Ross's letter really made me feel stupid and unaware. I consider myself an average T&A fan, but I have passed San Onofre 100 times without realizing that it was designed to resemble female breasts and generate erotic thrills. My only excuse, and I admit it's a flabby one, is that in real life the real ones don't stand up like that when a woman is lying down.

Perhaps Janet will find comfort in the fact that it is very hard on men to be belittled by all the smoke stacks erected around the country. In this age of power breakfasts and power clothes, I imagine the more sensitive and unsure men are humiliated by all the power poles strung along the highways.

Ernie Copp
Orient Star
Long Beach and Bonners Ferry, Idaho

☐ BLONDIE'S WINTER CROSSING

Among West Coast sailors the addage is "Don't cross the North Pacific from November to March".






For 15 years and 27 crossings, I've followed that advice. So when Pat Farrah, the owner of the Santa Cruz 70, *Blondie*, asked me in December if it was possible to bring her back from Hawaii to Long Beach right away for the San Diego-Manzanillo Race, I had to think about it.

I had a long look at the weather maps and Pilot Charts. And after

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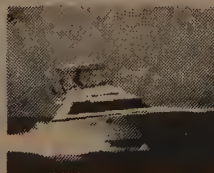
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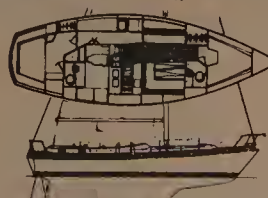
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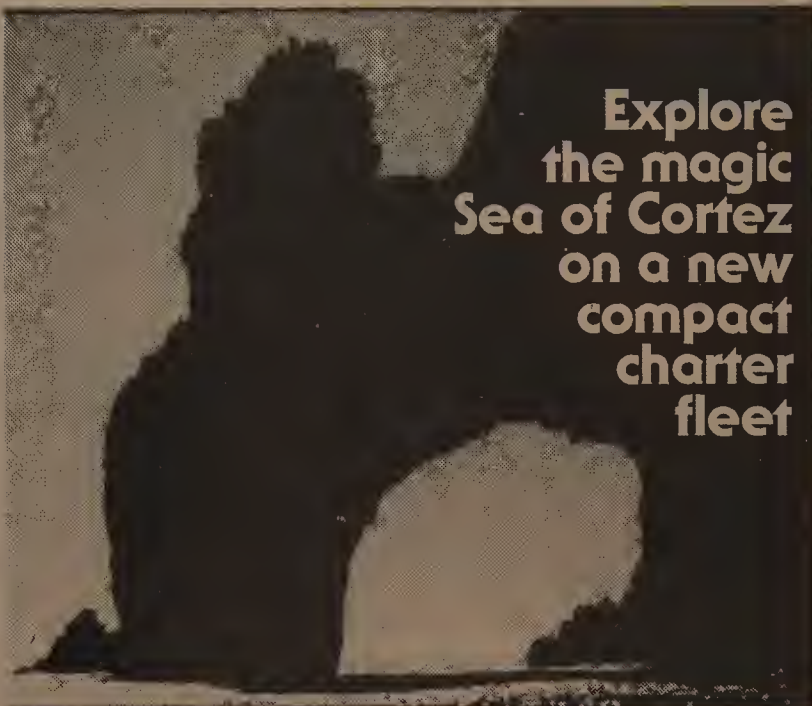


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LETTERS

plotting the movement of Lows moving across the North Pacific, it suddenly dawned on me: the maps were very similar to the ones we saw in the Southern Ocean on the Whitbread 'Round the World Race. There was a constant progression of depressions moving from west to east.

In the Whitbread Race we positioned ourselves just north of the Lows to take advantage of the following wind and seas. So, inversely, why not position *Blondie* just south of the Lows in the North Pacific and use the following wind and seas to sail to California? I told Pat yes, and flew to Hawaii.

After a nice Christmas in Honolulu, we departed the Hawaii YC on December 27 with a crew of six: Ty Pryne, Gary Kendrick, Katie Jefferson, Barry Bowden, Barry Eade and myself.

We left Oahu in a light easterly which switched to a southerly as a Low passed to the north of us. It was this Low which caused the big storm in Hawaii on New Year's Day. The wind increased to about 25 knots from the south, and we reached along ahead of the front for several days. The front passed over us and dumped lots of rain, then the wind clocked to the northwest.

The Low slowed down and we passed through the front again; we had lots of rain with the wind backing through west to south.

We played leapfrog with the same Low and front all the way across. It was a wet, but quick passage of 11 days. We sailed almost straight rhumbline from Oahu to Long Beach. The beauty of it was we were off the wind almost all the way with southerly and northwesterly winds.

Blondie is not only fast on the race course; with just a small delivery mainsail and jib we averaged over 200 miles a day for the passage. Our noon to noon best was 262 miles. Not bad for a "cruiser".

So next time someone tells me "don't cross the North Pacific from November to March", I'll have to say it can be done. In fact with a seaworthy boat, an experienced crew, and a reliable weatherfax, it might just be the best time of the year for the Hawaii to West Coast crossing.

John Jourdane
Long Beach

John — We're certainly not going to second-guess someone with your experience and knowledge, but we are going to ask everyone to take special note of your conditional "seaworthy boat and experienced crew".

Just a couple of weeks before you made the crossing, airline pilots picked up a distress call from the sailing vessel Pali. Because of her position 650 miles southwest of California, it's fair to assume she must have been on her way to or from Hawaii. A long range Coast Guard aircraft was dispatched to the scene from Sacramento. They arrived in the vicinity to hear a single VHF transmission to the effect: "this is our final transmission, we're sinking".

Hoping for a one in a billion miracle, the Coast Guard plane dropped a liferaft through the cloudy night sky in the estimated direction of the unseen vessel. With the water temperature of 63 degrees, seas running 25 to 30 feet, and surface winds of 40 to 60 knots, the Coast Guard gave the as yet unidentified boat and crew virtually no chance of survival.

Yes, you can run into terrible weather anywhere in the world, and yes, we know of a Cal 39, Ranger 37, Spencer 60, and a catamaran that have made the winter crossing home to California. Nonetheless, we'd only recommend it, and only as a calculated risk, to 'Round the World Race quality sailors like you who have a full appreciation of what you're exposing yourself to. We salute you and your crew, but the Pilot Chart should be marked: "For experts only!"

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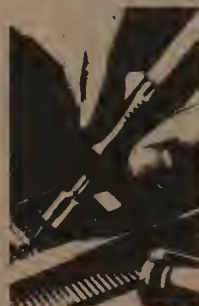
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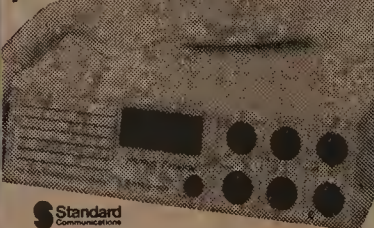


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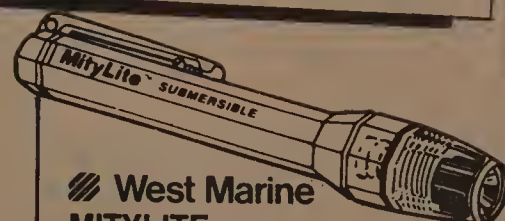
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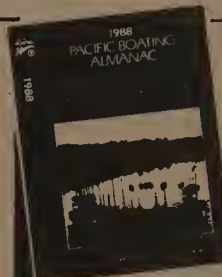
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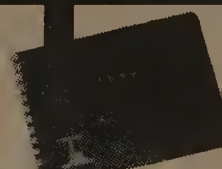


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america's cup — america's joke?

It's official. Barring divine intervention by United States Courts, on or about September 15 the once majestic America's Cup will have descended to a nautical dog and pony show.

The fall from grace took place on January 22 when Sail America's John Marshall announced that the United States would defend, as anticipated, with one of two multihulls they plan to build. Those in the readership who



have had the misfortune of witnessing closed course racing between a monohull and a multihull are fully aware of the demeaning spectacle it is for all involved.

Thus we are approaching the conclusion of the magnificent 137-year tradition of the America's Cup and entering the era of the America's Joke. It reminds us of the mother's lament: "I spent 19 years of hard work making a man out of my son, and it took just five minutes for another woman to make a fool out of him."

cont'd on next sightings page

crazy

It may not be obvious from first glance, but the solution to one of your most irritating boat problems may be found in the accompanying photograph.

Listen to what Joseph Colletto of Tiburon has to say:

"Attention all owners of Rafiki 37's and other Taiwanese-built sailboats with seven-inch interior diameter opening portholes:

"Superseal's 'The Lettuce Saver', a plastic container for keeping lettuce fresh, will fit



salad

exactly into an open seven-inch porthole. A simple cut-out may be made at the bottom once it's in place to provide a rain-proof vent. Total cost? Just \$2.29. I also ran a thin bead of silicon sealer on the semi-permanent (for the winter) ones.

"'The Lettuce Saver' is available at most variety stores."

Rain proof vents are invaluable anywhere. If you're headed to the tropics, they are absolutely, positively, mandatory.

a-cup — a-joke? — cont'd

Sail America's decision was a tough one. Although upheld by U.S. Courts, Michael Fay's challenge was unorthodox. Given the Kiwi's lead time on designing their 90-ft waterline boat, they were at the advantage. It was an advantage handed to them, however, by Sail America and the San Diego YC, who'd disgusted many potential challengers by wasting months bickering over which city was going to get rich from the scheduled 1991 defense.

Given Fay's challenge, the choices for Sail America were two. One, suck up the guts and engage Fay and the Kiwi's on a level basis with another 90-ft waterline boat, leaving the outcome precariously up for grabs. Or two, build a multihull, completely out of the tradition of the Cup and be virtually
cont'd on next sightings page



a-cup — a-joke? — cont'd

assured of retaining the Cup.

That the second alternative was selected is not surprising. Winning and getting rich, not level competition, is what the America's Cup has come to represent. Conner was quoted in *Life* magazine as saying, "I don't like to sail. I like to compete." We've reached the point in the America's Cup where the sailing has become a means to other ends.

If Fay's certain legal challenge to have the Sail America multihull ruled illegal fails, then the United States' boat is almost certain to cross the finish line first in the three races.

However, we believe Sail America has made a big mistake in thinking that crossing the finish line first assures them of victory. We suspect they've either terribly misread or simply don't care about sentiment around the world and in the United States. There's no pride, no sportsmanship in emerging victorious

cont'd on next sightings page

new years

Hard to believe as it may be, many people do not spend New Year's Day in front of the tube consuming vast quantities of popcorn, beer and chips. The Master Mariners actually have a race that day. One graphic artist we know goes bird watching. A couple of friends in Southern California always jump on their motorcycles and blitz Ortega Highway.

Closer to home, Gene Lee and Harold Roy Goodroe decided to do a little wood-carving on January 1. Sounds innocent enough until you know that they took a couple of chainsaws and axes to one of the aids



marin chainsaw

to navigation in upper Richardson Bay. An alert boater spotted the "sculptors" and reported them to the Coast Guard. The 44-footer from Ft. Point picked them up before they had done any real damage.

Since it was a privately maintained aid, the Coasties remanded the two to the custody of the Marin Police. There they spent the remainder of the day in jail, presumably wishing they were home blobbed in front of the tube with chips and brewskies.

It soon became a matter of record that, TV or no, they already had a head start on the

cont'd center of next sightings page



a-cup — a-joke? — cont'd

with a multihull defender.

The way we see it, in choosing a boat that can't lose on the course, Sail America has selected a boat that can't win in the hearts and mind of public opinion.

Other news released at the the January 22, Sail America press conference:

✓ San Diego is now only the third mostly likely venue, behind Hawaii and Long Beach. Sail America will determine the America's Joke site after meteorologists determine which area will give their boat the most advantage over New Zealand's.

✓ A catamaran named *Stars & Stripes* is already under construction. Another multihull, not necessarily a catamaran, will be built later.

✓ The first multihull is being built of carbon fiber and will be as light as possible. "We've got Dennis on a diet," said Marshall. In previous years Conner had to put on weight for such events as Star Worlds.

✓ Sail America has assembled an 18-person team, headed by Marshall. Noteworthy among the designers are multihull specialists Dave Hubbard and Duncan MacLane of the East Coast, creators of very successful Class C cats; also Newport Beach's Gino Morelli, designer and builder of the Formula Forty catamaran Randy Smythe used to win the 1986 world championship. Smythe serves as a consultant, as does Peter Isler, Conner's navigator in Fremantle last year. And from the Voyager around-the-world-on-one-tank-of-gas flight comes John Roncz, who designed the airfoils.

✓ Marshall referred to 12-Meters as "40,000 pounds of lead attached to an ugly blob of aluminum" that could rarely achieve 15 knots. By comparison, he said the New Zealand monohull would establish "levels of performance far beyond anything we've seen" and would likely be capable of more than 30 knots.

Having tantilized everybody with the prospect of unprecedented monohull performance, Marshall then said that if San Diego wins this year they'd revert back to using the slow "ugly globs" in an all-comers affair in San Diego in 1991. That's poor sportsmanship.

✓ What happens if Fay wins in court again and Sail America is prohibited from using a multihull? Without time to build a monohull, the San Diego YC and Sail America would have to seek protection in the court. Last year the New York Supreme court judged ruled that San Diego had to either defend the Cup in September or forfeit it.

✓ As it stands right now, the only certainty is that there'll be more America's Joke action in the courts than on the water this year.

how time flies

It's hard to believe, but it was almost five long years ago that the lovely ladies in the accompanying photograph posed for a group picture at the first ever Sea of Cortez/Baja Haha Race Week. It was a wild and wonderful time, and we'd love to know what they — and anybody else who was there — are up to now. Are you still sailing? If so, where have you been? Spouses? Kids? Nobel Prizes?

Now that we've brought up the subject of the Sea of Cortez Race Week, we'd like to remind everyone that this year's Fifth Annual Baja Haha runs from April 3 to April 10 — and that you're all invited!

Actually, there is a pre-Baja Haha activity on Saturday, April 2 at the El Caracol Restaurant/La Paz Yacht Club behind the Gran Baja Hotel in La Paz. This will be the presentation of the candidates for King and Queen of Baja Haha Race Week. Lots of beer and people make it a great time.

Race Week will be officially opened on the afternoon of April 3 in front of the Gran Baja Marina by the Governor of Baja California Sur, Victor Manuel Liceaga. He will be backed by Ricardo Garcia Soto, Secretary of Tourism, local officials, bands from the army and navy, flag hoisters, cruisers, innocent bystanders and a host of others. During this ceremony the king and queen are crowned. Afterwards there will mariachi music, dancing, tequila tasting and good times. We'd like this to be a formal affair, so wear a clean pair of

cont'd on next sightings page

how time flies — cont'd

shorts and a nice shirt.

You don't want to stay up too late, however, as the first of three races begins at approximately 1100 the next morning off Pichilique, about an hour's worth of motoring outside of La Paz. The first race is to Isla Partida, about 18 miles away, where the remainder of Baja Haha is held.

Racing will be under PHRF and/or any other system that a group of people would enjoy. The idea behind Baja Haha is to accommodate everyone. Normally this and all the other Baja Haha races are light air affairs, but not always. Last year the wind picked up to over 35 knots. Don't despair, if you feel like dropping out short of the finish, there are plenty of good anchorages. But most Baja Haha races are under 10 knots of wind.

Those who haven't been to Isla Partida should realize that except for some panga fishermen and yachties, the island is uninhabited. There are no stores or restaurants, and no food or water is available. However, our friends at Corona beer have been good enough to come all the way from La Paz each year to set up a big tent with a generator and lights as well as tables and chairs. In return they get to sell a couple of thousand cold beers. Except for beer, however, you *must* be self-sufficient.

The La Paz YC will again be providing big BBQ's so those who want can cook their dinners on the beach. We at *Latitude* will track down some sponsors to pick up the tab for charcoal. If any businesses are interested in making a \$50 charcoal contribution, we'll see that people know about your generosity. Call 800-638-3834.

Last year the good folks at West Marine Products donated a couple of pigs and we had a free pig feed. You live and you learn. It was way too much work for a few people and we'll not be doing that again. But the BBQ's will be waiting and there will be potlucks ashore. Remember, however, to always bring a little more food than you eat. It's good potluck etiquette.

Once at Partida, there are beach activities and competitions on Tuesday and Thursday, with the finals on Saturday. Stuff like volleyball, dominoes, sailboarding, rowing, horseshoes, sandcastle-building, chess, blind-rowing, flipper-running, chili cooking, sailboard paddling, etc. Whatever anybody wants to do. Saturday there's the silly stuff like the men's hot-buns competition, wet t-shirt contests for the women, and bikini contests for both sexes. In contrast to normal manners, men go first. In fact, it's a Race Week rule that there's no women's wet t-shirt contest until 30 men have competed in the wet buns; and no women's bikini until 30 men have competed in the men's bikini.

All competitions from the chili cooking to the women's over-40 bikini contest have one goal: maximum participation. Baja Haha is about making friends and having good times together, not beating the other person. "Nothing serious" is the Baja Haha motto and laughter is the official sound.

An important part of Baja Haha is the talent nights on the beach. Bring your skits, instruments, voices, stories, clean jokes, and other means of entertainment. Once an elderly woman gave a spellbinding 15 minute yoga demonstration.

In addition to the first sailboat race, there will be races on Wednesday and Friday. Courses and distances are determined by the prevailing conditions. Depending on the boats entered, there may be much shorter courses for the cruise-ier contestants. We want the racing to be the way you'd like it.

The Fifth Annual Sea of Cortez Race Week will conclude on April 10 with closing ceremonies at Isla Partida. Guest of honor will once again be the governor of Baja California Sur.

Race Week is free, you can stay as long or as little as you like, and it's open to everybody. If you don't have a boat in Mexico, as most of you don't, you might want to consider coming down and camping on the beach. Many have done it over the years, and getting a ride to and from the island is no problem. You must remember, however, there is no food or water whatsoever on the island; you have to bring *everything*.

Sea of Cortez Race Week was conceived by *Latitude* back in 1984 and

cont'd on next sightings page

marin chainsaw

latter. The charges brought against the two were public drunkenness, and operating their 16-ft skiff while under the influence — both punishable by fines and imprisonment. At the time, we thought, "Ho ho, they got off easy compared to if they'd been hacking apart the Blossom Rock buoy." That, of course, is a federal offense, and as one Coast Guard chief put it, "The government really frowns on those who damage federal property." (So do the Coasties, since part of their mission is to maintain such aids. Inci-



— cont'd

dently, "aids to navigation" includes all buoys, dayshapes, spars, range markers and anything else that helps mariners find their way.)

We were surprised to find, however, that there is no fine, incarceration or any other punitive measures to deter people from bothering the federal aids. Said one spokesman, "They are (only) charged for repairs to the aid."

Odd, but true.

how time flies — cont'd

brought to fruition by a joint effort of the La Paz Yacht Club's Alberto Morphy and the cruisers in La Paz. If you're in La Paz now, you might want to contact Alberto Morphy and sign up for one of the many committees necessary to make each Baja Haha a success.

Whether you're flying down or will be there by boat, we hope to see you. With your laughter and input, the fifth should be fabulous!

big news for the singlehanded transpac

Records are made to be broken. That's Bob Cranmer-Brown's credo for this year's Singlehanded TransPac Race, which starts June 25. And judging by the ride he has lined up, we've every reason to expect a new Singlehanded record to Hawaii — even one that could rival the crewed record. If

cont'd on next sightings page



COURTESY BOB CRANMER-BROWN

s.h. transpac — cont'd

all goes as planned, Cranmer-Brown will sail the 67-ft ultralight speedster *Merlin*.

What can we say about Bill Lee's original ULDB that hasn't already been said? Not much, so we'll just briefly recap. *Merlin* was built in 1977 for the TransPac, and that year set the 8-day, 11-hour record that still stands. (The only elapsed times to even come close since were set in 1981 and 1987, also by *Merlin*.) The boat also owns the records for the Windjammer Race, the Vic-Maui, the Ensenada Race, and has beaten its own record four of the five times it's won Pacific Cup. As part of a delivery crew, Cranmer-Brown helped sail *Merlin* to one of the boat's lesser-known records — the return trip from Hawaii to the mainland, done in 1983 in 12 days, 17 hours, 9 minutes.

And every time one of us sage sailing journalists alludes to the old girl "showing her age", the boat turns around and blows the doors off another record. We've learned our lesson. Long live the queen: we hope she breaks many more.

Her proposed skipper, Bob Cranmer-Brown, is a commercial real estate
cont'd on next sightings page

disaster(s) of

Two months ago we brought you the sad news about the Hood 35 *Canadian Robin* getting demolished during a coastal delivery. Last month, in *Latitude 34*, we covered the wreck of a brand new Nelson/Marek 55 called *Frantastic*. She had been returning north after her debut in the Cabo Race when her delivery skipper, Jeff Long of Newport Beach, ran her onto the beach 35 miles south of Magdalena Bay. *Frantastic*, owned by Phil Murray of Long Beach, was a total write-off.

Recently, we've heard of two more yachts — the Farr 44 *Naiad* and the Farr 52 *Zamazaan* — that also ran into trouble returning from the same race. The former went aground north of Magdalena Bay, incurring



the month

damage to her hull and rudder, but was ultimately able to limp home. For *Zamazaa*n (pictured below), which actually had an uneventful trip north, the trouble began when they got back.

First the *Naiad* story. According to Mike Elias, a highly regarded Long Beach delivery captain, *Naiad* hit the bottom at night off Punta Abreojos. (Loosely translated, Abreojos means "open your eyes", not a bad name for this reef-strewn, dangerous section of the Baja coastline.) The two-man delivery crew had been comprised of the boatowner, Andrew Langdon, and Phillipe Trebil, who was listed as the co-skipper of the 1982 C&B Marine (Santa Cruz) built boat in the Cabo

cont'd center of next sightings page

s.h. transpac — cont'd

broker in Palo Alto. He is already a familiar face in Bay racing, having owned and raced the *J/24 In Search of Excellence* extensively in both one design and singlehanded races for the last six years. He's originally from England, where he raced half-tonners all through the '70s and early '80s, including the Worlds-winning boats in 1979 and 1981. While there, he really developed a taste for long-distance ocean racing. "For awhile, I worked in Bahrain on the Arabian Gulf, and I'd fly home for races," he says. "It wasn't worth it for an afternoon around the buoys race, so I ended up doing mostly the 48-hour offshore races in the English Channel."

If the *Merlin* charter does go through — it has yet to be finalized with owner Donn Champion — it will mark two more firsts before the race even starts: *Merlin* will be the largest boat ever to do the Singlehanded TransPac, and the first chartered boat.

Which brings us to the other big news of this upcoming race, and the reason we're telling you about all this so early. In the past, the unavailability of insurance discouraged many potential competitors from taking part — and eliminated chartered boats from the biennial competition completely. (A typical policy covers boats in coastal waters, and even in Hawaii, but not for the trip in between.)

This year, with the blessing of the race-sponsoring Singlehanded Sailing Society, Cranmer-Brown is also at the helm of an effort to secure umbrella coverage for all competitors. He hopes it will open the door to more boats, private and chartered, and even better competition than the race has enjoyed in the past.

"I'm working right now with Dick Grier of A. Mason Blodgett and Associates, Inc., which will be the underwriter," says Bob. "Their slogan is 'The only insurance brokerage you'll ever need.' And I'm holding them to that." If the deal goes through as it looks like it will, the actual coverage will be through Lloyds of London. Each entry will pay a portion of the premium, so the more boats that sign up, the less the per-boat fee will be.

Though he's a fixture in the Singlehanded Farallones race (where he's never done worse than third in class), this will be Bob's first Singlehanded TransPac. He qualified for the race in 1986, but work conflicts kept him from going. Among the special gear he'll have aboard *Merlin* for this trip are an Autohelm 6000 autopilot, and roller reefing headsail. An already completed alteration is the relocation of the boat's rudder post for better balance at the wheel. "On a reach, it used to be like wrestling a bear," says Bob. "There's no way I could have singlehanded it like that."

Anyone interested in entering the race should also note that February is a critical month; boats entering later could be hard pressed to complete the 400-mile qualifying sail by the April 1 deadline.

For those of you unfamiliar, the Singlehanded TransPac runs in even-numbered years from San Francisco to Hanalei Bay, Kauai. It has always attracted a small fleet of hardy sailors from up and down the west coast, and from as far away as Australia. Many race veterans return to do the race again and again. All types of boats, including multihulls, have competed and are welcome to enter. Boats requesting information packets so far reflect a typical cross section: two Olson 30s, Olson 40, Ranger 33, Farr 38, Newick 40 catamaran, Catalina 30 and International Folkboat. Entries already received include an Olson 911-S, a Crealock 37 and a Columbia 29.

Incidentally, one of the records Cranmer-Brown is aiming at is the monohull record: 13 days, 2½ hours, set by Norton Smith on a Santa Cruz 27 in the inaugural race in 1978. The other is the multihull record — 10 days, 10 hours — set in the last race in 1986 by the Australian-based trimaran *Bullfrog Sunblock*.

Information packets for the race are \$10. To get one, or to get more information, call Shama Kota at 332-5073. For more on the insurance coverage, you can contact Dick Grier directly at 441-8500.

racing/cruising crew list

Last month, we published our world famous Crew List application forms. These are advertising supplements used by people who want to sail, but don't have a boat — or those who have a boat but not enough bodies to sail it. We had categories for crews and boat owners for daysailing, racing and long-distance cruising. There are also categories for people looking for co-charterers, and all categories are open to either individuals or couples.

You don't have to be a rocket scientist to notice that those applications are glaringly absent from these pages. That's because there is so much other deathless prose we had to get in, we didn't have room. But don't panic. If you missed last issue but still want to get in on the action, there is a way.

Before we tell you how, though, we must once again remind you: The *Latitude 38* Crew List is for informational purposes only. *Latitude 38* does not make or imply any warranty, guarantee or recommendation in regard to the character of the people or the conditions of the boats. Those are things you must judge for yourself.

Now, to sign up for the Crew List, all you need do is send \$1 (to cover postage, handling and an occasional can of drip grind to get us through the late nights) and your request for a Crew List form from one of the following categories:

- ✓ I am/ we are looking for crew to race on my/our boat
- ✓ I am/ we are looking for cruising crew
- ✓ I./ we have sailboat, willing to take others out for casual daysailing
- ✓ I / we want to crew on a racing boat
- ✓ I / we want to crew on a cruising boat
- ✓ I / we want to join others for casual daysailing
- ✓ I / we want to co-charter

When you receive the forms, don't delay. Fill them out legibly, completely and honestly. Then send them back with the appropriate fee: \$5 for people looking to crew or co-charter; \$1 for boat owners. Why the discrepancy? Boat owners spend enough on boats already!

If you do choose to take part, you become part of the publishing cycle of *Latitude*, and therefore must also adhere to our deadlines. If you are interested in racing, you must have your forms in to us no later than February 15. Names, phone numbers and a short code showing qualifications of each participant interested in racing will appear in our March issue. Those interested in cruising, daysailing or chartering must have their applications in no later than March 15, and your names will appear in the April edition.

The next step is to get on the phone and make your connections. If you're bashful about dealing with people, or if you're a woman, you'll probably won't have to phone anybody to make connections — they'll call you.

A couple more dates you might be interested in are April 13 and 14. Those are the dates of our galactically renowned Crew List Parties. The April 13 party is at the Corinthian YC in Tiburon; on the 14th, we'll be over at the Metropolitan YC in Oakland. At either get-together, you'll have a chance to rub elbows with other Crew Listees and maybe finalize some sailing plans on "neutral" turf. Don't be surprised to see celebrities like Mel and Clint there, too. Those crazy guys Mel Burns and Clint Wilson are two BMWs that always show up for the chips. Oh, you didn't think we meant *that* Mel and Clint, did you . . . ?

Anyway, our Crew List inspectors will make sure you're on the list before they let you in the door. Anybody interested is welcome, but if you can't point your name out in either the March or April issues, you need to fork over the appropriate amount — \$5 for crew; \$1 for boat owners. We'll supply some munchies and a bunch of free T-shirts, but get there early for those. They go faster than our sanity at deadline.

double miracle at sea

Perhaps the most miraculous thing about the storms that smashed the Southern California and Mexican coasts in mid-December and mid-January is that nobody on a private boat was killed. But it was close, damn close, for

disaster(s)

Race.

We weren't there, nor was Elias, and our efforts to reach Langdon were unsuccessful. We're therefore not exactly sure what happened, but obviously the duo didn't adhere to what Elias refers to as "rule number one of deliveries north: go in during the day and out at night." After kedging *Naiad* off the beach, they headed back towards Mag Bay, 170 miles to the south, rather than continue 100 miles on to Turtle Bay. Apparently, the rudder was bent at a 90 degree angle and the cold-molded hull was split and leaking around the rudder post.

Langdon and Trebil somehow nursed the boat to the port of San Carlos, a one-horse town all the way up into Mag Bay. By then, they decided they'd had enough. Elias was called in to deliver the boat back to the States. Zack Zorn, who delivers gear for Mexico and Hawaii racers, drove Elias, his delivery crew, and a new rudder down to San Carlos. Five days later *Naiad* was sufficiently seaworthy to head home.

In conclusion, Elias claimed, "The whole *Naiad* affair cost someone, probably the insurance company, a fortune. When will owners realize that you get what you pay for in a delivery crew, and that it's worth it to hire the right guys for the proper amount of money?" (Elias also reported seeing yet another fresh wreck, a 65-ft party fishing boat named *Fiesta*, high and dry on the rocks 60 miles south of Ensenada.)

Details of the the *Zamazaan* case are likewise sketchy. According to a story in "The Orange County Register", Jack Ford and Jim Hoyland, the former and present owner of *Zamazaan*, were busted in late December for allegedly laundering more

the volvo

In China, this is the year of the dragon. But for west coast boaters, 1988 is the year of the sailboat. This year, we have America's Cup races; the One Ton Worlds; the MORC Internationals; the return of the Maxis to Long Beach and San Francisco; three Mexico races; four TransPacs — and the first ever fully sponsored sailboat regatta on San Francisco Bay.

The Volvo San Francisco Regatta is the name of this latter event, and it will take place over Memorial Day weekend, May 28-30. Six one-design classes — Etchells 22, Express 27, Folkboat, Knarr, J/24 and J/29 — will participate, and organizers expect upwards of 135 boats and about 700 sailors. The event, hosted by the San Francisco Bay Sailing Association, will be run in the Central

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than \$1 million of suspected drug profits. Apparently, a specially-trained police dog detected the presence of drug residue on several of the numerous cash deposits that Hoyland had made over the last year. The boat was seized by the authorities and both men are in custody at Orange County Jail in lieu of two million bucks apiece.

Ford bought *Zamazaa*n in a 1986 foreclosure sale for a song — we've heard estimates as low as \$25,000 — and, according to the "Orange County Register", fixed it up and sold it to Hoyland for \$200,000. If either figure is true, Ford shouldn't be prosecuted for money laundering, he should be immortalized as the last person on earth to turn an 800 percent profit on an aging IOR yacht.

The newspapers also quoted an affidavit from federal drug authorities as saying, "some vessels entered into international boat races have been suspected of using the events as cover for transporting large sums of currency out of the United States and/or returning with narcotic contraband." That's news to us, as was another part of the affidavit which named Zack Zorn, the well-known overland yacht gear deliverer, and Rob Wallace, who skippered *Zamazaa*n north, as suspected accomplices of Hoyland and Ford.

Neither Zorn or Wallace — who were linked circumstantially to the accused duo by receipts regarding the *Zamazaa*n delivery — were arrested. "When I got back to the States from Mexico and read that I was wanted by the police, I couldn't believe it," said Zorn. "I ran to a lawyer, and then I ran down to the police station to straighten this thing out. It was all a colossal mistake."

cup

Bay, and all proceeds will go to SFBSA to help with the fine work they do to get deserving amateur sailors to events like the next Olympics. In our opinion, that alone is worth the price of admission.

But that's not quite enough for Volvo North America. At a recent news conference, they expressed their wish to make this "The best regatta on the West Coast". Well, that remains to be seen, but the \$125,000 to \$150,000 they are pumping into it will doubtless make it a bang-up premiere event. A similar and very successful regatta run the last three years in Newport, Rhode Island — from 30 boats in one class in 1984 to 9 classes, 250 boats and 1,000 sailors in 1987 — prompted Volvo to

cont'd center of next sightings page

miracle — cont'd

43-year-old Joe DeJulius and his 33-year-old wife, Jan, of Novato.

The two experienced cruisers had departed Puerto Vallarta on December 19 anticipating an 18-day passage to San Diego aboard their 40-ft trimaran, *Atlannta*. Christmas at sea brought forth a terrible present; a 12-day storm that would knock them 1,200 miles off course. For many years a merchant seaman, Joe was able to get through that.

It was the second storm, the one that *really* ripped Southern California, that really ripped *Atlannta* and nearly claimed her crew. Less than 200 miles from San Diego, on January 17th the boat encountered seas that DeJulius described as being taller than the boat's 55-ft mast. A combination of the strong wind and a huge sea resulted in a multihuller's nightmare: a capsized.

Fortunately, the owner of DeJulius Electric company has invested in good safety equipment. While clinging to the overturned trimaran, they donned survival suits and set off their EPIRB.

Without the special suits, neither one of them would have been able to survive the bone-chilling 55 degree water, the chill of the howling wind and constantly being slapped by waves. But survive they did, without food or water, for 66 hours until picked up by the Coast Guard on Wednesday, the 20th, about 125 miles west of Ensenada.

For Joe, survival was nip and tuck for a long time. During the wait to be rescued, he decided to take off his restraining survival suit and try to get some of the food and water in one of the sealed compartments of the overturned hulls. He quickly abandoned the idea, but had already lost much of his body heat. Typical of victims suffering from hypothermia, he began to lose his spirits and then suffer from hallucinations. At one point, Joe asked his wife of 11 years what her name was.

Fortunately, it wasn't too much longer before they were picked up by a Coast Guard helicopter and rushed to the hospital. Jan was almost immediately released, suffering only from abrasions around her face caused by the zippers on her survival suit. Joe was admitted to the intensive care unit of UC San Diego Medical Center, and may have suffered a heart attack as a complication of the hypothermia. As we go to press, his condition is said to have improved greatly, but they were still monitoring his heart.

In all, Joe and Jan spent 30 days at sea between the time they left Puerto Vallarta and the time they were rescued.

back to the future

Between existing laws governing disposal of toxic substances, like paint and thinner, and a new law that severely limits the use and application of bottom paints containing TBT (Tributyltin), the simple act of painting your own boat has become a major eco-political controversy. The following fictional account of how the situation might be only a few years hence is based on several articles, press releases and conversations we've been privy to recently, as well as a letter to the editor of the *Chronicle*. In it, a well-intentioned citizen wanted to "do the right thing" when disposing of paint thinner. He called four government agencies, got the big run around at every one, and in the end poured the stuff in the gutter like everybody else.

Man in khaki uniform: "Hey fella, what do you think you're doing?"

Slightly paint-speckled boat owner: "Oh, good morning. I was just getting an early start on this first coat of bottom paint. I want to get two coats on by this afternoon."

"Uh-huh. You a certified applicator?"

"A cert... no, I'm just using a paint brush."

"I said, are you a certified applicator? You got a license to do that?"

"Do what?"

"Apply that paint. Don't play dumb with me, friend. It's too early, and I'm not in the mood."

"But I thought owners could work on their own boats in this yard."

"Oh Jesus! Are you tellin' me this is your boat? Okay, buddy, you want to move away from that bottom, please?"

cont'd on next sightings page

future — cont'd

"Move away? What are you talking about? It's my boat. It's my paint, and it's my money the yard has. I don't want any trouble; I just want to paint my bottom and be on my way."

"Talking about trouble, where did you get that paint? I haven't seen any of that in years! I'll need to see some paperwork on that, too."

"I told you, it's mine. I got a good deal before I went cruising — something about a discontinued line — so I bought a bunch and kept it for haulouts."

"Oh boy. We have a problem here, sir, a big problem. I'm afraid I'm going to have to ask you to move away from that boat right now. I don't want no trouble either, but we're talking three misdemeanors with big fines right now, and it looks like I'm going to have to run you in. I hope you'll come quietly, 'cause if I have to call for backup . . ."

"What's that, a gun?! What's going on? I'm moving, I'm moving!!"

"That's better, sir. And don't worry, I hate guns. This is one of those plastic lookalikes they outlawed a few years back. I took it from my son so he wouldn't get in trouble, and what does he do? Buys the real thing from a kid at school. But that's not your problem. Anyway, I just use this one to 'get the point across,' so to speak. But it shoots peas and they sting like hell, so don't try any funny stuff."

"Okay, this is getting out of hand. I want to talk to the yard manager."

"I am the yard manager. You have the right to an attorney. If you cannot afford an . . ."

"This is crazy! I don't need an attorney! I need to be left alone to paint my boat! I didn't do anything wrong! I've never heard of any of these laws. You have to believe me: I've been away cruising for the last five years — just look at the rust stains on my boat!"

"Yeah? Well if you've been gone so long, then how did the 49ers do last year?"

"How did . . .? I just told you, I've been gone. When I left back in '88, they'd just lost to a wild card team in the playoffs . . ."

"Right! That's what they did in '89, '90 and '91, too: won every game during regular season then lost to some 8 and 4 bums in the playoffs. I guess you're okay, after all." (He puts the gun away). "No offense, friend, but I had to be sure. There are so many 'tin pirates' around — you know, bottom poachers, guys that come in here early in the morning and use outlawed paint — that I had to be sure. Gee, you really do look confused. Have a seat and I'll explain."

"Back in, oh, I guess it was about '88, they outlawed paint like you have there. Has TBT in it, which they figured was poisoning sea life. So both the state and the feds outlawed it."

"But that's what it's supposed to do — poison sea life that grows on the bottom, I mean."

"Hey, tell me. Anyway, they outlawed it except in certain cases. Hey, how long are you anyway?"

"How long? Long enough to keep my wife happy, you pervert! I knew there was something wrong with you . . ."

"I meant how long is your boat."

"Oh. Sorry. Thirty-eight feet on deck."

"Yeah, see, you can't legally apply TBT paint to anything under 82 feet, unless it's aluminum. And then you need more forms just to buy it than the DMV needs for 10 school buses. It has to be put on by 'certified applicators', most of whom are union and expensive. An aluminum boat this size would run you \$5-\$6,000 for a couple coats. And that's rolled, not sprayed. The eco-guerrillas had our spraying license yanked a couple years back. The overspray was killin' too many mosquitos or something."

"Five or six thousand? Last time I hauled here it cost me a couple hundred for the paint and I put it on myself."

"That was then. This is now, friend."

"Well, look. I'm sorry. I didn't know about these new laws. Like I said, I just want to paint the bottom of my boat and get out of here."

"Well, like I said, I can't let you do it with that paint, and I can't let you do it

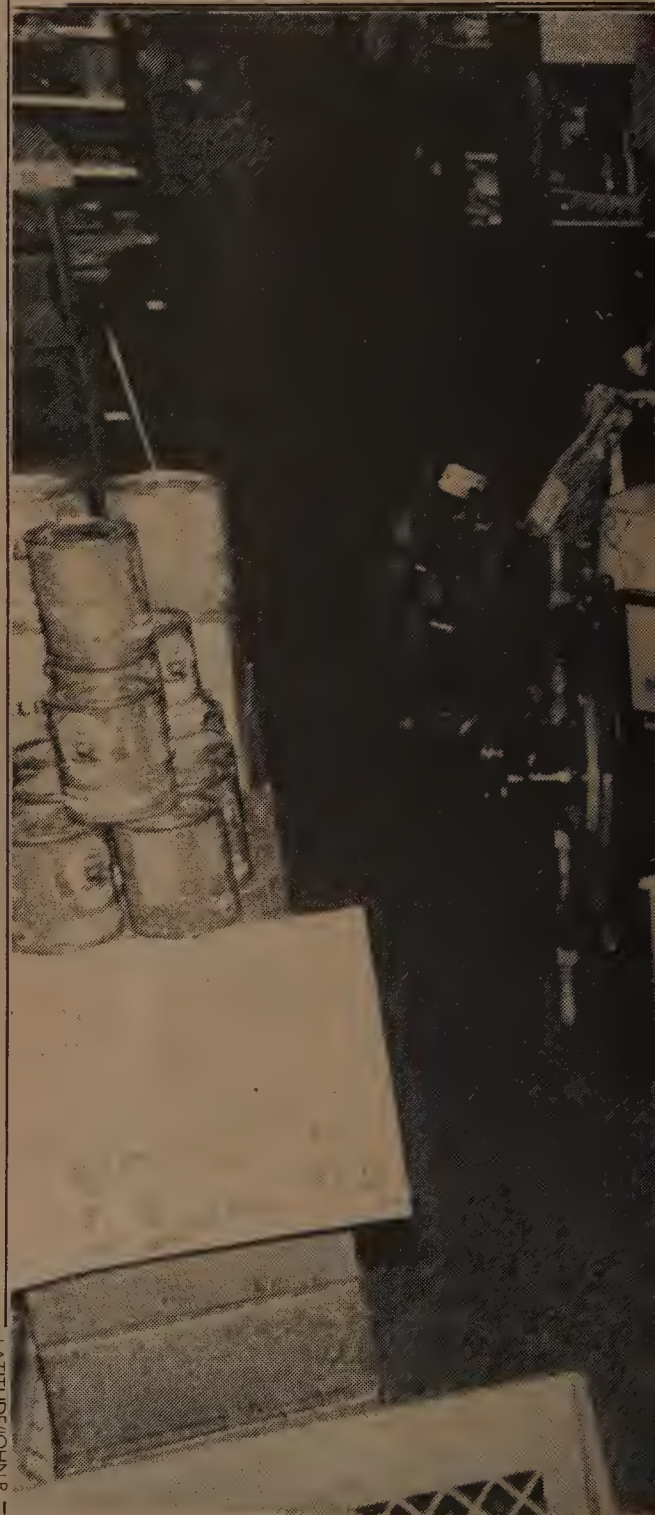
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volvo

try the same thing out here, and they haven't missed a trick. Even the tides were considered: with competitors hugging the Cityfront, it makes the race more interesting to shoreside spectators.

The race is also scheduled so that it doesn't interfere with the seasonal racing of any of the fleets that are included. (The J/29 fleet rep we talked to was enthused enough that he was going to try to make the weekend an official part of his fleet's season. We don't know yet if any other fleets will follow suit.)

Since we haven't seen the Newport event, we can't tell you much more than that, except that we wish Volvo luck with the regat-



— cont'd

ta, and welcome them to the local sailing scene. It's long been apparent that corporate sponsorship is opening up a whole new era in sailing. Feet dragging has also been apparent; and Volvo is to be commended for their initiative in being the first to make the commitment.

Incidentally, if you are wondering about their bottom line, it is increased name recognition. It's no secret that Volvo is in business to sell cars (and, as Volvo Penta, marine propulsion systems), and its sponsorship of sports events like tennis, skiing, golf, equestrian competition and now sailing has proven a valuable marketing tool.

future — cont'd

yourself. Insurance rates took care of that after we ran over a guy's toe with the travel lift a year or so ago. In fact, you're not supposed to be within 50 feet of the boat during working hours."

"Okay, listen. There's no point in arguing about this. I'll just throw this paint out, get some 'legal' paint and let you guys do it."

"Throw it out? Oh, no. Not around here you ain't. That's toxic waste. You're talking felony now. I'm willing to overlook a few innocent mistakes, but when you start talking that around here and it will be out of my hands."

"But you just said it's illegal to have it . . ."

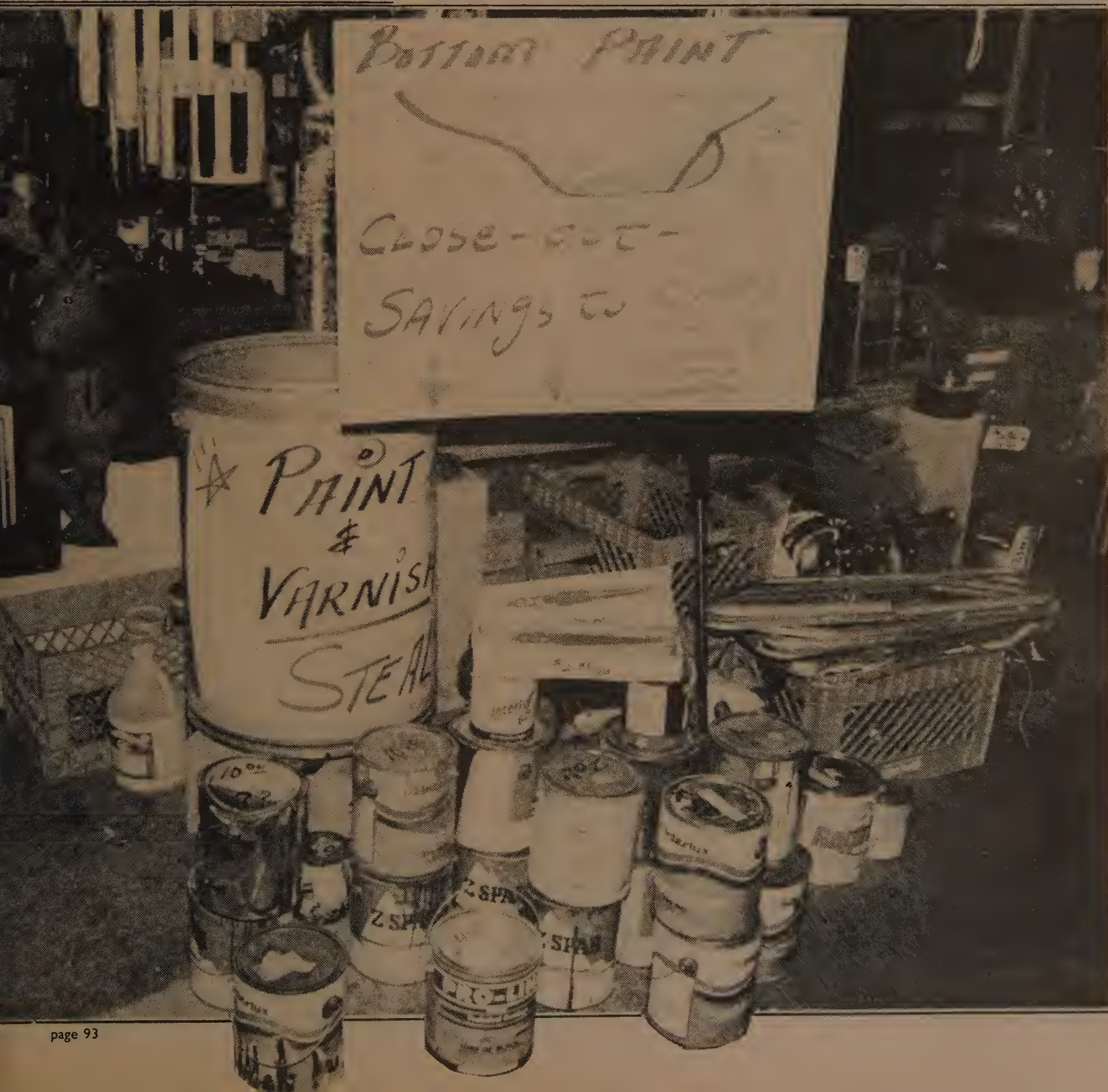
"It is. But you can't just throw it out. Hey, city, state and the EPA would be all over me like ugly on an ape if they found that in my dumpster."

"So what am I supposed to do with it then?"

"Keep it, my friend."

"Wait a minute. Let me get this straight. You're saying I can't use it, I can't sell it, and I can't throw it away? I have to keep something I'll never be able

cont'd on next sightings page



future — cont'd

to use?"

"That's about the size of it."

"That's the stupidest thing I ever heard."

"Hey, tell me. You should've seen all the tin-base paint I was stuck with when that law was passed. We tried to get the court to let us sell our surplus, but noooo. It was going to cost me \$10 a can just to have it picked up for toxic waste disposal. I could've been wiped out."

"Could have? So what did you do?"

"Well, I probably shouldn't tell you this, but I know you're in a fix. Just between you and me, there's this 'tin pirate' over in Oakland who gives \$20 on the gallon. He's a friend of mine, used to be a painter here but his great grandfather was Cuban so he couldn't get the security clearance for the applicator's license. Anyway, he has a family to support, so whenever anybody

"How much?"

"Well, like I say, that's \$20 a gallon, and you got six gallons there. For \$100 more, he'll transfer it to 'legal' cans and return it to you (wink, wink). Then there's a \$5 per can handling fee, shipping, sealing . . . Tell you what: Let's call it \$300 even, and for \$500 you can eliminate the middleman. I'll just turn around and forget I ever met you."

"I'm a cruiser. Couldn't you forget for \$350?"

"I would, but I have to bail my kid out for carrying a gun without a permit. Call it \$400 and I'll throw in stirring sticks."

"Done."

"Great. Thank you, sir. Pleasure doing business with you. Just get that to me anytime before you leave. I'll let you get back to work now, and you have a nice day. Oh, and one more thing — you missed a spot back there near the rudder . . ."

but seriously, folks . . .

Seriously, TBT-based paint is off the market as you read this. An attempt in Southern California to extend the deadline until stock on hand can be sold is still pending.

We called around to a few places in both northern and southern California to see what effect they might be feeling, but most yards and chandleries said it was too early to tell. Most weren't worried, citing improved copper-based paints as perfectly adequate alternatives. "About the biggest impact this is going to have is on racers," said one paint foreman. "They can't have white bottoms any more." Racers have long favored white finishes below the waterline because you could tell how clean or dirty the bottom was at a glance. Although copper-based paints come in a variety of "normal" bottom colors, the reddish cast of the copper itself (tin is colorless) makes white impossible, at least for the moment.

As for effectiveness, nobody we talked to expected complaints about copper-based bottom paint. Although testing has shown TBT to be more toxic — and therefore a better repellent — than copper, as one guy put it, "For most boat owners, tin paints are incredible overkill." Too, copper-based paints have come a long way in the past several years, and are expected to last just as long as the TBTs.

For those of you coming in on the tail end of this whole thing, TBT is being banned because of its detrimental effect on marine harbor life, specifically oysters and other shellfish. It's only been around for a dozen-odd years, having come into vogue during the Arab oil embargo when cutting fuel costs of the tankers became priority. "Organotin," already an excellent pesticide, proved a logical choice for an industrial-strength antifoulant, and soon found its way into the recreational boat market. When everybody started using it, though, the cumulative effect in harbors decimated shellfish populations. Organotins were banned in Europe in 1982, and in most coastal states of the U.S. last year. Federal action will be forthcoming, pending an EPA review now in progress.

the americans are coming!

Olympic hopeful Pam Poletti of Ross and her 470 skipper Sue Blackman of Long Island got an interesting invitation recently. While training in Florida, they were contacted by the Russian women's sailing team and asked if they'd like to train in the Soviet Union.

Sue and Pam jumped at the chance. They'll be leaving February 28 for Moscow, the only leg of the journey they'll have to pay for themselves. From there it's down to Sochi, on the east coast of the Black Sea, where they'll train for two weeks. All expenses — boats, travel within Russia, accommodations — will be picked up by their Russian hosts. From Russia, they'll go directly to the 470 Worlds in Haifa, Israel. They won't be back in the U.S. until sometime in April. When they do return, we hope to do a feature article on their experiences.

Speaking of which, a look in our trusty atlas revealed that Sochi is up around

ncma

By all accounts, this year's Northern California Marine Association's (NCMA) International Boat Show at Moscone Center was a success. It was measurably better than last year's in almost every category: there were twice as many exhibits, 30 percent more boats, and 8 percent more paying attendees. But numbers alone don't tell the whole story.

sailmaker shuffle

(Warning: the surgeon general has determined that reading this article with the expectation of understanding it the first time may cause permanent brain damage.)

In our last edition of the ever-popular Sailmaker Shuffle, we mentioned that an East Coast-based international sailmaking concern was on the brink of merging with a medium-sized loft headquartered in Southern California. We promised our source, who we described as a well-known IOR and dinghy sailor, that our lips were sealed until the arrangement was official. It took a little longer to close the deal than expected — in fact, it took two years of negotiations and planning — but now we can print the details of the latest sailmaking marriage: our source was Dave Ullman, and the merger is between his loft and Shore Sails.

Shore Sails, begun by Bill Shore in Newport, Rhode Island in 1973, lists 12 domestic and three international lofts. Ullman Sails, which Dave began in Newport

the americans are coming!

latitude 44, which intersects our west coast about Eugene, Oregon. Isn't it going to be a bit chilly there?

"I don't know!" says Pam. "But we're planning on bringing plenty of Patagonia clothing."

Incidentally, at least part of the tab for their initial trip to Moscow will be paid for by the San Francisco Bay Sailing Association. SFBSA doesn't get much air time, but they do more for amateur sailors in San Francisco than just about anybody. They are playing a large part in getting many local sailors to the Olympics, including Pam. If you've been shopping for places to make tax deductible donations, SFBSA is worthy of consideration. Donations are gladly accepted in any amount, and you can earmark them toward a specific person or program, such as the Olympics. The SFBSA can be reached at (415) 388-9605.

boatshow

From our unique position as both observer and participant, we can report that the mood at the show was upbeat, and that interest in boating appears to be on the upswing despite the uncertain economy. Fellow exhibitors we chatted with echoed that sentiment, expressing comments like "best Moscone show ever", "got lots of leads", and "dealt with active, high-caliber boaters."

revisited

Beach in 1968, has expanded to nine lofts in the U.S. and two overseas. The merger — "not a buy-out," stressed Ullman — gives the new organization a hefty 21 lofts throughout the States. According to their press release, Ullman Shore "could possibly be the most powerful combination of talent in the sailmaking industry."

Locally, Russ Williams of Ullman Shore in Richmond announced that hot local sailors Greg Paxton and Pat Vincent have joined his loft as salesmen. Longtime Bay Area sailor Bruce Powell also recently signed up as sales manager.

Moving on: Howie Marion, a sailmaking veteran at the tender age of 32, has opened his own loft in Alameda. The globe-trotting Marion began his career at DeWitt Sails in 1975, then switched over to Horizon Sails. That entity subsequently became Ulmer Koliu, which subsequently became U.K. when John Koliu left. Marion's claims to fame include co-inventing U.K.'s patented

cont'd center of next sightings page

memorable finale

If you've owned a boat a long time and sailed her long distances, it's only fitting that your final sail be memorable.

Given the places Bob and Gail Jensen of Ukiah have been with their Columbia 50, *Simoon*, the 60-knot winds during the short trip from Sausalito to the boat's new home in Paradise Cay, were appropriate. With a triple-reefed main and the smallest jib flying, the long-travelled lady handled it well.



Broken Bottles Bob's last sail on 'Simoon'.

The Jensens purchased *Simoon* in Tahiti 14 years ago from John Noble of Santa Barbara. At the time, the boat had been at a mooring for two years and had six inches of coral growing on the bottom.

After bringing the boat back to the States, the Jensens fixed *Simoon*, an old TransPac standout, up into prime cruising condition. Then they began the first of their more than 100,000 cruising miles in the yawl-rigged boat.

Their travels included six times to Hawaii, five to Tahiti, three to the Tuamotus, two to Alaska, and several others to the Cooks, Fiji, Mexico, Tonga and New Zealand. Understandably, Bob and Gail had "big tears" in their eyes when they turned the boat over to her new owners, Jonathan and Isabel Shinn of Paradise Cay.

What do you do after you sell your long time cruising boat? Well, the Jensens took off to rent a charter boat in Chile. We should have a report from them on their latest trip in the next issue.

let them down gently

It's becoming increasingly clear to us that if an employer needs to fire someone, they should do it gently — and then keep from getting isolated with the terminated individual.

The most famous recent reason for doing this is the PSA tragedy in which a fired employee is suspected of taking revenge on his former supervisor by bringing down a plane with nearly 50 innocent bystanders aboard. It was bad

cont'd on next sightings page

let them down gently — cont'd

enough that the alleged killer had to resort to violence to relieve his frustration, and even worse that he was fuzzy on the distinction between revenge and mass murder.

A less well-known incident took place in mid-January on the British container ship *Boxer Captain Cook* as it was travelling off the Florida Keys. According to crewmembers, 41-year-old Phillipino Remigio Hernando took extreme exception to the news that he was relieved as first mate as a result of the 400-ft ship's grounding earlier in the voyage.

Hernando apparently vented his frustration by stabbing the captain and then throwing his bloody body overboard into the shark-infested waters of Florida. The rest of the crew hid in their cabins until the radio officer could put out a call for help. The Coast Guard responded and took the alleged murderer into custody. A search for the captain's body was unsuccessful.

What to do if you get fired — particularly if there's a legitimate reason? Leave the guns and knives where they are and remember that living well — as opposed to being buried or spending the rest of your life behind bars — is the best revenge.

this month in richardson bay

We realize that the longer the Richardson Bay liveaboard/houseboat/anchor-out wars drag on, the less some of you are interested. So we'll keep it short this month.

cont'd on next sightings page

shuffle

"tape drive" technology as well as spending two years as sail coordinator for the Australian *Kookaburra* 12-Meter syndicate.

His loft, Marion Sailmakers, will be located in the Alameda Marina off Clement Street. Marion, who worked for the local U.K. loft in Oakland until its demise several months ago, claimed, "We see a gap in the market left by U.K., and hope to fill it."

With us so far? Good, because that was the easy part. Also aiming to fill the void created by U.K.'s absence is 37-year-old Dave Westwood, who until recently was the sole proprietor of Westwood Sails in Sausalito. Westwood, an Englishman by birth, recently picked up the Bay Area U.K. franchise. You read right. The new U.K. concern — it's an entirely different franchise than Dee Smith's ill-fated Oakland operation — will be headquartered above Easom's Boat Works in Sausalito. Initially, the loft will be a two-person service and repair center which will rely on the Tampa, Florida, U.K.



— cont'd

loft to construct their sails. "Everyone's invited to our grand opening party on February 8th," said Dave Wilhite, who's Westwood's partner in the new operation.

Speaking of the old U.K., we were wondering what Dee Smith, the hot keelboat driver and former head honcho of the loft, was up to these days. The answer, according to Marion, is that, "Dee packed his motorcycle, a bunch of boxes, and his girlfriend and moved to Italy. He's working at the loft I started, and from what I hear he intends to stay." Funny how life resembles a game of musical chairs sometimes. C'est la Dee.

If you followed all this, you win a cigar. After you smoke it, please call and explain it to us. As near as we can tell, this week it's Sailmakers -3, Chapter 11 -0. We hope the good news keeps up, albeit at a more understandable pace. And seriously, we wish all the players named in this installment of the Shuffle, good luck.



LATITUDE/RICHARD

richardson bay — cont'd

On December 29, admiralty lawyer Martin Jarvis of San Francisco filed a Seaman's Complaint in federal court on behalf of approximately 100 boatowners, liveaboards and recreational mariners who call themselves The Mariners of Richardson Bay. Named as defendants were the various local and state governments that claim jurisdiction over Richardson Bay.

The suit alleges that the Richardson Bay Regional Agency's recently passed Ordinance 87-1 to remove houseboats and anchor-outs from Richardson Bay denies the plaintiffs their constitutionally guaranteed rights of property, privacy and religion. Additionally, it contends that the new law was not supported by the necessary environmental impact report. Furthermore, the propriety of local jurisdiction over federal waters is questioned.

The plaintiffs ultimately want the new ordinance declared unconstitutional, but in the meantime are looking for a temporary restraining order. They'd also like \$30 million in damages.

The new ordinance that required boats anchored for more than 72 hours in Richardson Bay to get a permit was scheduled to take effect on January 8. The Richardson Bay Regional Agency, comprised of the various local governments with direct interest in the Bay, has decided not to enforce the law for 60 days in order to monitor the progress of the lawsuit.

To raise money needed for legal fees, the Mariners of Richardson Bay are holding a Valentine's Day benefit at 8:00 p.m. on Friday, February 12 at Pickleweed Park Community Center. The center is located on 50 Canal St. in San Rafael. Featured musicians will be Dan Hicks (who along with the Hot Licks used to be listed in the Yellow Pages under 'Bar Fixtures'), Eugene and the Blue Jeans, and a reunion appearance of Red Legs. Admission is \$7.50. For information, call (415) 332-7121.

Supervisor Al Aramburu, who for nearly a decade has spearheaded the drive to eliminate anchored-out boats, told the press he didn't expect the lawsuit would slow things down for very long.

express boats out of business


At the end of January, Express Boats — the Santa Cruz company that built the 27, 34, and 37 foot speedsters of the same name — quietly closed its doors. "This isn't a Chapter 11 deal; we haven't stuck anybody," claimed Rick Seaman, president of the six-month-old entity. "It was a conscious decision on the part of the board of directors to dissolve the company. I believe we've done a decent and orderly job of it winding down."

Santa Cruz boat building has been hit pretty hard lately: first Olson, now Express. What went wrong this time? According to Seaman, a Silicon Valley entrepreneur with an electronics background, it was mainly a matter of bad timing. "We jumped into the business at the worst possible time, just a few months before the stock market crash. After Black Monday, we saw our orders decline by 70 percent. The margins were too thin to keep going on." The highly regarded Express line, Seaman figures, was particularly hurt because "buyers seem to be oriented towards price rather than quality, especially in uncertain economic times."

What will this mean for the future of the Carl Schumacher designed line? Alsberg Brothers, who were being protected by Chapter 11 of the bankruptcy laws, had relied on Express Boats' lease payments for the use of the molds and other assets to pay off its creditors. Unless a "white knight" comes out of the woodwork to replace Seaman's shortlived outfit in a hurry, the Alsbergs may be forced into liquidation proceedings.

"Both Terry (Alsberg) and I are up to our necks in alligators trying to wind this thing down. I'm not sure what either of us will do next," said Seaman. They've already sold all the boats they're finishing up, so even if you're Donald Trump or Michael Jackson you can't buy a new Express for at least half a year. We can't imagine that someone wouldn't lease or buy the molds again, but it'll still take several months to work that out, followed by three more months to produce a finished boat. Let's hope the third time — if there is one — is a charm.

LENE MARIE:



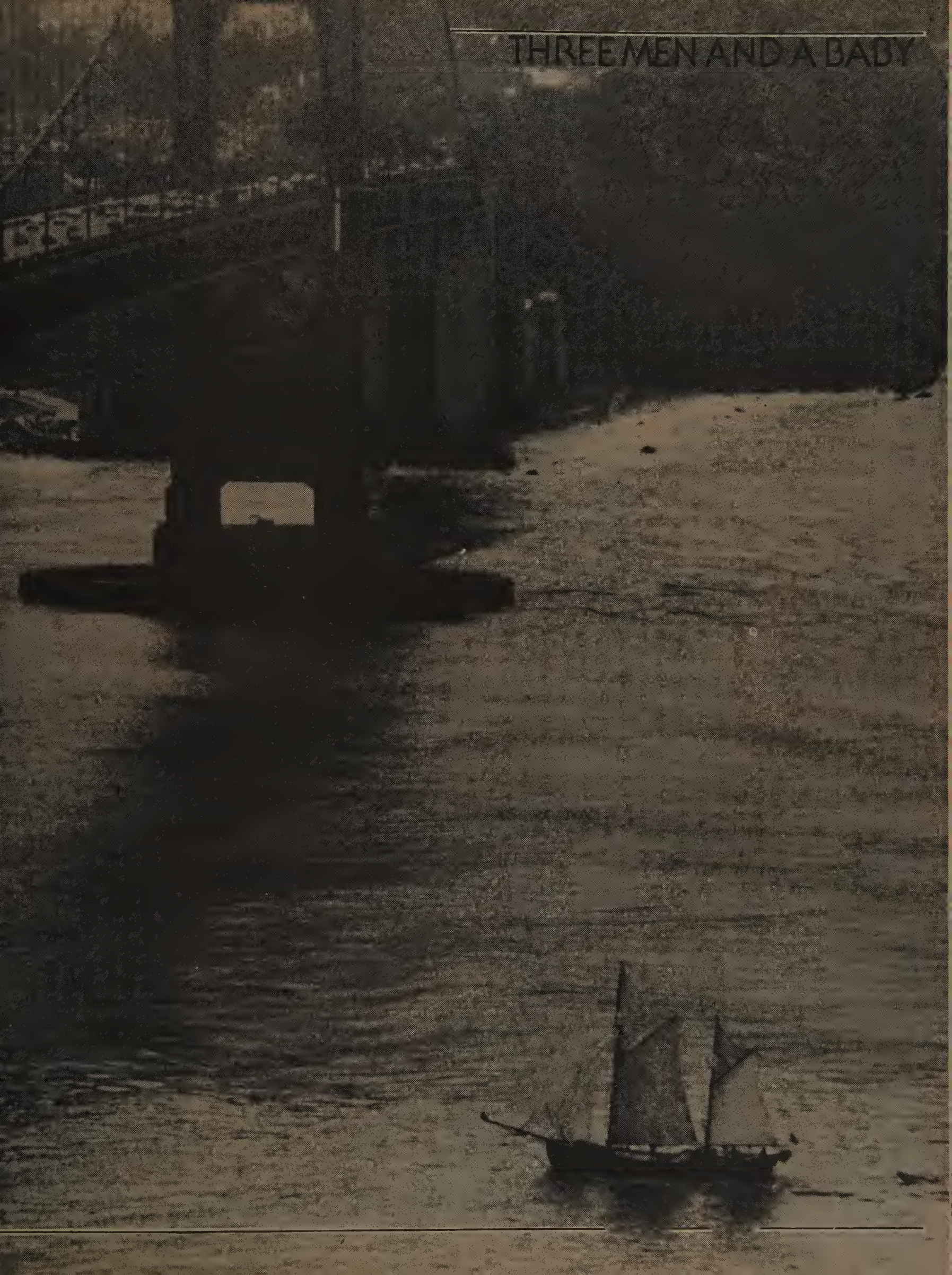
Just before noon on January 15th, the 108-foot Baltic trading yacht *Lene Marie* passed under the Golden Gate again after an eight year absence from her homeport of Sausalito. A crewmember fired the brass cannon as *Lene Marie* passed directly under the span; the noise reverberated long and loud. The 25 assembled people on deck — owners, family, crew and a few invited guests — let go a cheer.

An awkward silence followed. Perhaps the participants were savoring what they had just accomplished, or maybe just trying to comprehend that the long journey — this one at least — was finally over. After a while, one of the three owners — Bill Harlan, John Montgomery or Peter Stocker — quietly said, "Well, we did it." We turned to see them shaking hands all around, embracing their families, and congratulating each other and their crew. It was a magical moment, and we count ourselves lucky to have been included.

No matter that the *Lene Marie*'s crew had actually brought the boat in the day before and that we were only symbolically recreating her triumphant return. It was time to head for the dock at the St. Francis YC where a hundred-some guests were waiting to welcome *Lene Marie* home.

Cause for the celebration — the "it" that "we did" — was the successful completion of an eight-year circumnavigation of the globe. The trip took *Lene Marie* through the Panama and Suez Canals, through twelve seas, across three oceans and over 100,000 nautical miles. It fulfilled the dream of a lifetime for the three owners, for captain Barry Bailey, and for the crew and friends who joined them along the way. It's said that wooden boats have souls; if they could, *Lene Marie* — the perfectly maintained, beautifully maintained, and undoubtedly say that the dreams, too.

THREE MEN AND A BABY



LENE MARIE:

The star of the show, the gaff-rigged topsail ketch *Lene Marie*, was built of oak in Stubbekobing, Denmark in 1910, before the first Model T automobile was built and right before the “war to end all wars”. She was, and still is, 78 feet on deck; 103 feet overall; 8 feet deep; 20 feet wide, and displaces a wave crushing 100 tons. (There’s no truth to the rumor Tom Blackaller was spreading at the dockside welcoming reception: “The *Lene Marie*’s 90 feet on the waterline and has come back to defend the America’s Cup!” he claimed, tongue firmly in cheek.)

Lene Marie’s horsepower comes from eight sails — 3,350 square feet of dacron — which she sets from her two douglas fir masts and spruce booms. When the wind fails, she fires up her trusty 6-71 GMC diesel, which the crew affectionately calls “Jimmy”. (“It’s a common engine. You can get parts for Jimmy anywhere in the world,” says Bailey).

The boat is beautifully outfitted and cared



LATITUDE/ROB

Checking out the view from the end of the widow-maker.

for; she simply exudes attention to detail. And except for the radar dome and one or two other concessions to the safety-

conscious modern world, *Lene Marie* is an authentic working example of a Baltic trader. For instance, there are no winches anywhere and it takes many bodies to hoist the gaff-rigged sails — or even, for that matter, to leave the dock. Instruments for the first five years of the trip were limited to two sextants, a sounding lead, a VHF radio, radar, and a taffrail log (her top speed ever was ten knots; generally she moves along at a leisurely five knots). For the last three years of the trip, the boat was outfitted with SatNav and Loran, and a weatherfax is about to be installed before the boat heads down to Mexico for the remainder of the winter.

Most of *Lene Marie*’s history is lost in the foggy womb of time: no one knows who she was named after or much of what she did in Homeward bound after eight years. Thousands of miles; thousands of smiles.



THREE MEN AND A BABY

Wells Fargo Mortgage Company. It seemed inevitable that Montgomery would end up working with Harlan: they'd grown up in the

her early years. Like hundreds of other Baltic traders — a generic breed of Northern European workboat — she spent most of her life hauling lumber, stone, or anything else worth transporting around the Baltic Sea. Although no one knows for sure, circumstantial evidence suggests that *Lene Marie* was one of many Baltic traders that smuggled people out of German-occupied countries during the Second World War. Like many yachts that aided the Allies, *Lene Marie* was hauled and completely buffed up right after the war, presumably with retribution money provided through the Marshall Plan.

In the 50's and 60's, Baltic traders were decommissioned right and left as steel, and later fiberglass, boats became the fashion. Apparently, a trader could have been picked up for as little as 10 or 12 grand back then. But the initial investment, as many owners



LATITUDE/ROB

soon found, was nothing compared to the upkeep. Many Baltic traders faded into oblivion then; today there are only 50 or so left. We're told that *Lene Marie* is quite possibly the queen of the fleet, although the one owned by rock star Neil Young might give her a run for that title.

Only two families owned *Lene Marie* before she was sold in '66 to Californian Carl Doumani, owner of Stag's Leap Winery. He in turn sold her to Stocker and Harlan in 1975, and she became the first resident of Sausalito's Pelican Harbor, even before the piers were finished. For the next four years, *Lene Marie* was a familiar sight on the Bay. "We wore grooves in the water between Sausalito and Angel Island. We entertained a lot, even having a black tie dinner dance for 40 on her once," remembers Stocker. "We also terrorized the start of a few Master Mariner races. She doesn't exactly turn on a dime!"

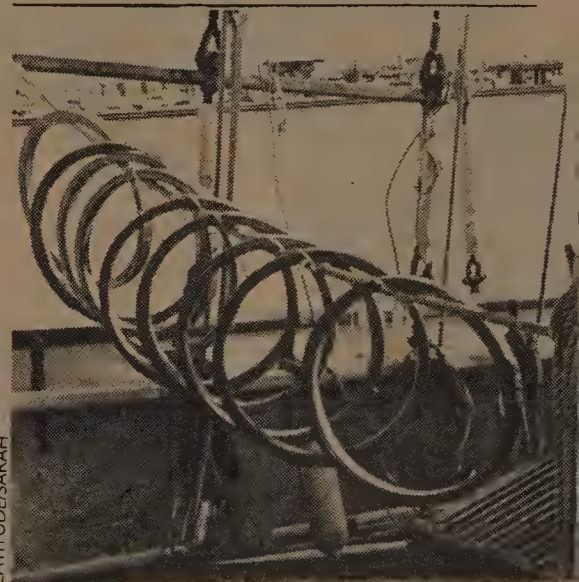
Bill Harlan and Peter Stocker had just started a new real estate development company, Pacific Union, and were too busy to take off just yet. For fans of the "American Dream", it's noteworthy that not long before that Stocker, a transplanted midwesterner, had been working at a hot dog stand in Squaw Valley and Harlan had been building houseboats in Sausalito. ("The 'Taj Mahal' was about my 30th one; I remember racing Forbes to see if I could finish it before he finished his island.")

The two put their nose to the business-world grindstone, and a few years later were joined by Harlan's childhood friend John Montgomery, who had been heading up

Left to right, excluding little people: Bill Harlan, Captain Barry Bailey, Peter Stocker, and John Montgomery.

same Southern California neighborhood, gone to school together, played water polo and swam for Berkeley together, raced cars and motorcycles together, and who knows what else.

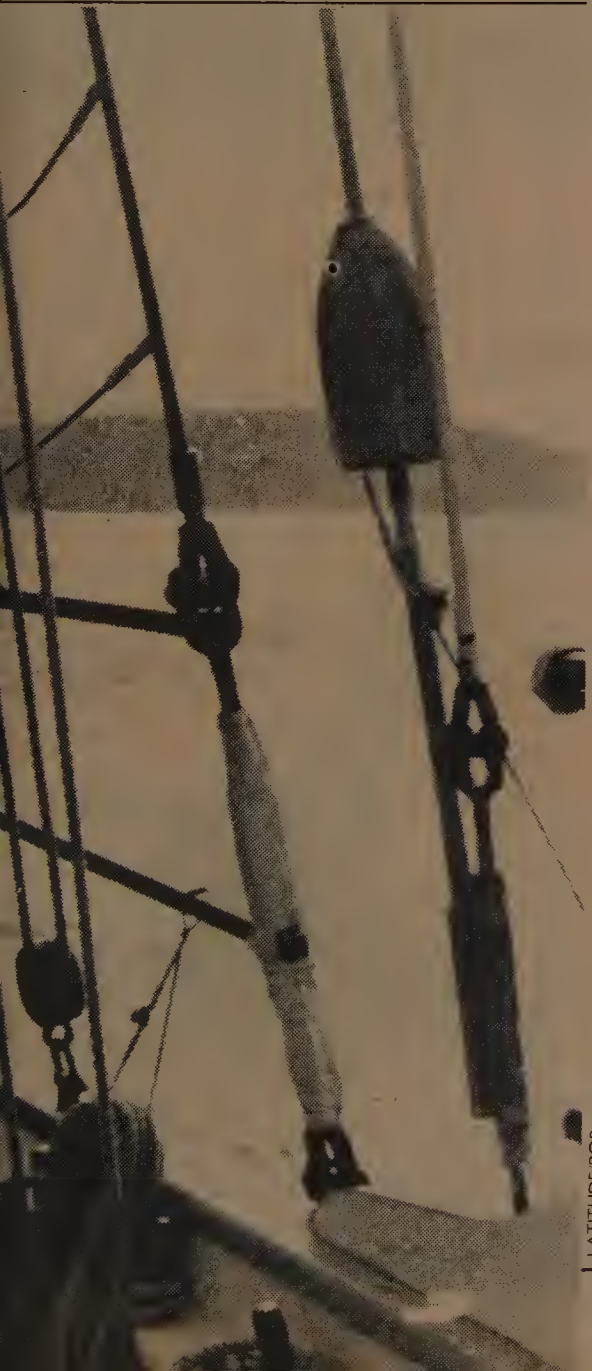
As their endeavor prospered — they



LATITUDE/SARAH

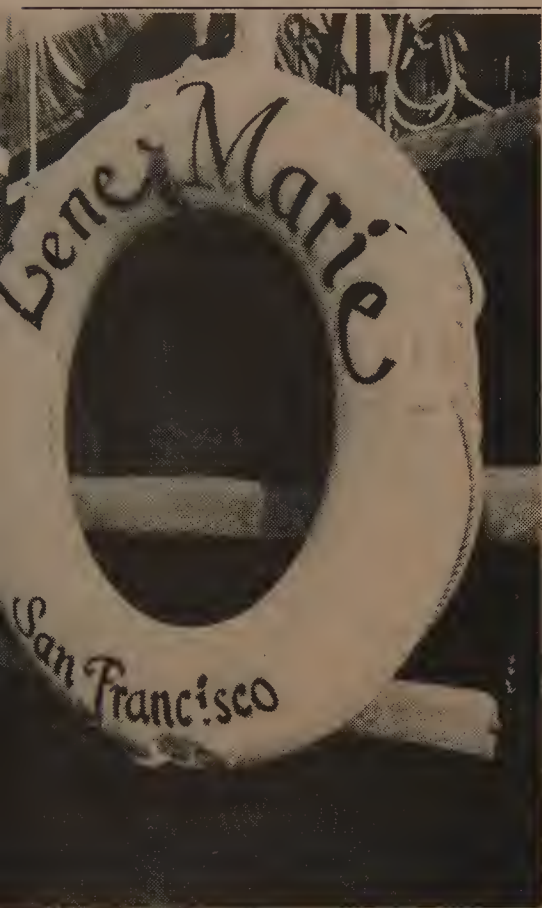
Freshly varnished mast hoops hang to dry. Like painting a bridge, the work never ends.

now employ 300 and have developed millions of dollars of projects including Opera Plaza in San Francisco, The Headlands in Sausalito, and Watergate Apartments in Emeryville — so did their mutual dream of exploring the world.



LATITUDE/ROB

LENE MARIE:



LATITUDE/SARAH

If you go slowly, picking and choosing your time and route, it's pretty easy."

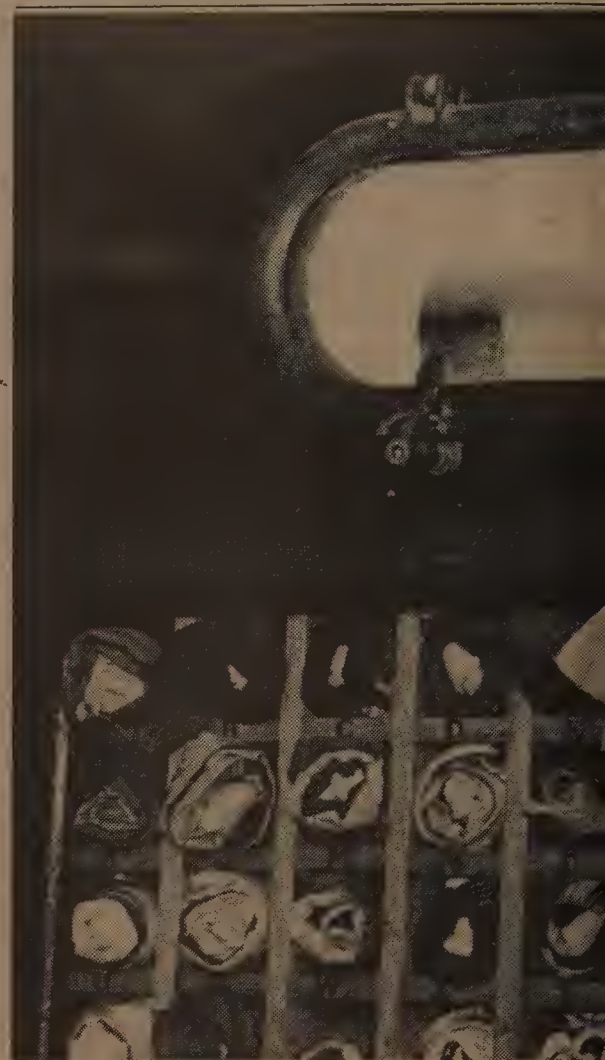
A lot of credit for making the voyage easy and remarkably trouble free is due to the yacht's captain, Barry Bailey. Born in Idaho, Bailey found his way to the sea at an early age and had just logged a four-year circumnavigation on another Baltic trader when he hooked up with *Lene Marie*. Although only in his late twenties at the time, Bailey was the right man for the job. "I got the job through word of mouth," he said. "Getting in on a project like this is no different really than doing an IOR boat or anything else. You need some experience and you need to know a few people."

Bailey was in charge of selecting the crew, which varied between four and six people in port (to allow more room for the owners and their guests) and up to nine on passages. Second in command was first mate John Donovan, a Connecticut Yankee with over 20,000 previous tall ship miles under his belt. (Donovan became *Lene Marie*'s captain last week, as Bailey moved on to start a maritime consulting and management company out of Sausalito and Hong Kong.) Also in the nucleus of the crew were Londoners Peter and Nicola Dent. The former kept the engine purring without incident throughout the entire voyage; the latter served as the ship's cook. "We figured out she made about 72,000 meals during the trip, each one fantastic," said Montgomery. "That's not quite a meal a mile!"

The core group of the crew, all now in their mid-30's, were joined by only about 15 others at various points in the eight-year journey. The small turnover is a tribute to the harmony on board, and both owners and crew were lavish in their praise of each other. "A big part of the success of the trip was that we all got along so well," claimed Stocker. Indeed, all agreed the circumnavigation was a team effort — the distinction between employers and employees had long since blurred into a genuine sense of camaraderie and shared accomplishment.

For the owners, the *Lene Marie* became a sanctuary from the hectic pace of the world of high finance. They took turns (business generally kept them from taking off together) joining the boat in some of the more remote and exotic corners of the world, often traveling as much as 36 hours on all natures of transportation to get to her.

In the process of circling the globe, *Lene*



Marie became something of a symbol of Pacific Union's unique corporate culture; a statement of the partners' creativity, energy, and desire to live an interesting and full life. They shared their travels with a number of employees and some clients, not to mention family, friends, and occasional celebrities. A lot of other folks, including us, were able to vicariously follow the *Lene Marie* around the world by Pacific Union's annual calendar



LATITUDE/ROB

The new and old captains: John Donovan (left) and Barry Bailey at the chart table.

do the circumnavigation "backwards" (i.e., against the prevailing tradewinds) because, according to Harlan, "we'd all seen a lot of the Pacific already and the Caribbean and Europe interested us more. Besides, it's not as horrendous to do it that way as it sounds.



LATITUDE/ROB

Little cannon, big boom. Welcome back, 'Lene Marie'!

featuring 12 dazzling full color shots of the boat's travels.

For the crew — the curators of this floating

THREE MEN AND A BABY



LATITUDE/SARAH

A bit of cracked wood here and there, but 'Lene Marie' looks like she'll last another 78 years.

museum — the voyage was great fun, but also demanding. "People tend to think it was all cocktails on the afterdeck and beautiful sunsets," said Donovan. "Sure, there was that side of it, but it was also a lot of hard, dirty work. Unless you've done it, you have no concept how much work it is to maintain one of these boats!" *Lene Marie's* resourceful crew, all of whom have backgrounds in traditional ships, did all the work on the yacht themselves, from almost daily painting and varnishing to careening the boat and replacing planks. Major refits occurred in Portugal, Malta, and the San Juan Islands.

As for the actual voyage, it would be impossible to do justice to a 100,000-mile, 29,000-day trip in these few pages — we're not even going to try. But we can offer a few highlights of the trip:

✓ Hardest passage: ironically, it was the last few weeks of the trip. The passage from Washington state to the Bay Area was pretty grisly, with 25-foot seas and 50-knot winds. Some of the bottom seams loosened up a bit, and the crew had the pumps working much of the time. "The Pacific coastline north of here is one of the roughest places to sail anywhere," claimed Bailey. "But off the wind at least, we can take most anything that

Mother Nature throws at us."

✓ Longest passage: 29 days — 4,000 miles — from Japan to Alaska. It was foggy and chilly most of the time, much like their second longest passage, 21 days across the Atlantic from New England to Ireland.

✓ Most wind: a hurricane in the Grenadines. It blew up to 110 knots for 12 hours and boats were wiped out all around them. With two anchors out and Jimmy running at full blast into the wind, the crew brought *Lene Marie* through unscathed.

✓ Most primitive port of call: parts of Papua New Guinea. According to Steve and Cindy Porter, former crewmembers who flew in from Massachusetts for the



homecoming, the natives there had barely seen a wheel and were still carrying around blow-guns. "It was straight out of 'The Gods Must be Crazy!'"

✓ Worst experience: the Nicobar Island incident. The boat pulled into this island,

which is south of Calcutta between India and Burma, to repair their fuel pump. They didn't have a proper visa, but it was an emergency, so Bailey and his delivery crew went in anyway. They fixed the problem, left the island, and were almost back into international waters again when a patrol boat stopped them at gunpoint. They were subsequently arrested for "espionage" and the nine-man crew (five women, four men) was thrown into a 15 by 30 foot one-room jail cell for the next ten days. They were detained for a total of 16 days before the Indian government, with persuasion from Washington, D.C., released them. "It was a frustrating and embarrassing situation all around," remembers Bailey.

✓ Most enjoyable port of call: There was no consensus of opinion on this one. For Stocker — who used the boat the most of the owners — it was the rock-framed "Ultimate Beach", a private slice of heaven they discovered in the Seychelle Islands of the Indian Ocean. "Perth was fun, too," recalls Stocker, who likes racing his other boat, the silver Frers 41 *Bondi Tram* almost as much as cruising on *Lene Marie*. "It would have been even better if USA had won!"

For Montgomery, it was the Medterrean, especially the Italian and French Riviera. "There are towns there that were made for a boat like *Lene Marie* to pull into." An avid fisherman, he also enjoyed Alaska and the solitude of the Pacific Northwest. Harlan enjoyed the stretch between Turkey, through the Red Sea, and down to the Sinai Peninsula.

The crew naturally couldn't agree on this one at all. "Can we name 20 favorite ports instead of one?" asked Bailey. When you've seen the world on a boat, it seems, you come to appreciate places for different reasons: physical beauty, culture, company, or whatever.

✓ Most enjoyable moment: Everyone agreed on this one. It was sailing in through the Golden Gate, having completed what they set out to do — circumnavigate the world.

— latitude — rkm

CORINTHIAN



MIDWINTERS

You'd never have guessed it the night before, but the Corinthian YC's first midwinter weekend turned out to be the nicest two sailing days this new year has seen yet. Friday night's thunderstorms gave way to sunny skies and decent breeze for the first race on January 16. More unruly weather rolled through Saturday night as crew and skippers from some of the 116 entries enjoyed the race party at CYC. Sunday was a rerun of Saturday, with the exception that somebody turned the wind meter up.

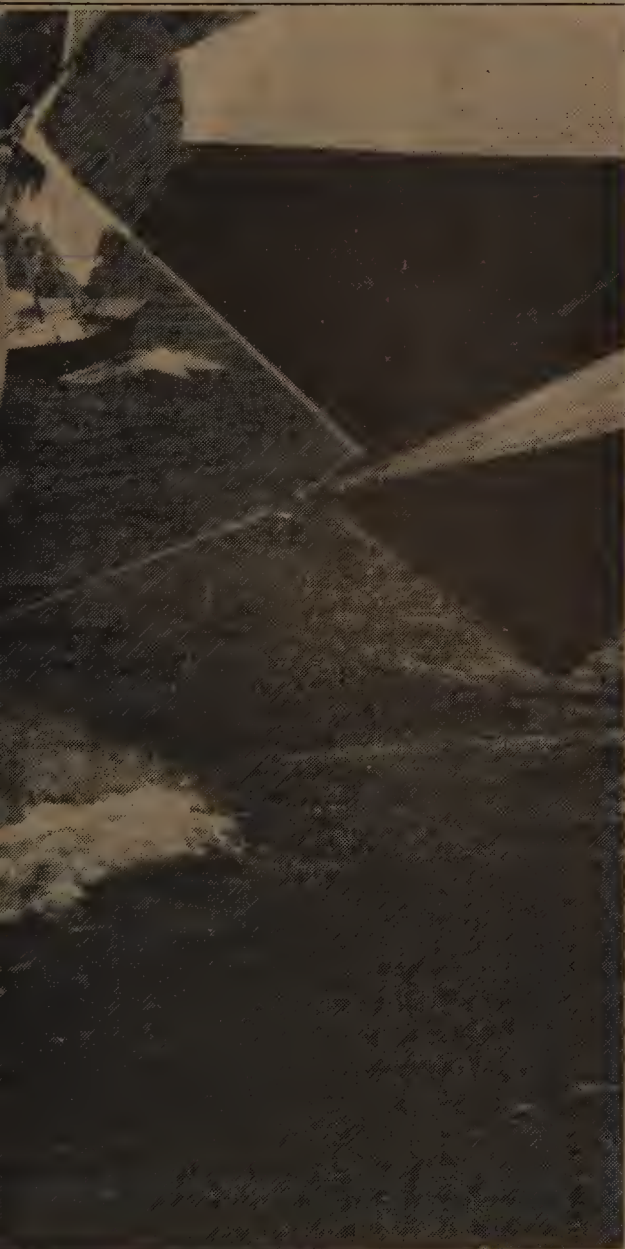
Instigated as an experiment three years ago, the Corinthian's Midwinter Weekend races (as opposed to a series of monthly races) are a runaway hit. The next two-race weekend is February 20 and 21. See you there!

Spread, a strong ebb both days made mark roundings harder than it looked. Center strip, sailing the skyline.

CORINTHIAN



MIDWINTERS



It was fun in the sun for CYC's first Midwinter's weekend. Clockwise from above: **Fast Company** had an argument with the Southhampton pilings and lost several boats in the process. No, **Harpoon** didn't really T-bone the squeaky new **Bravura**, which went on unscathed to win Division I. Bob Klein's bright red **Leading Lady** picked up her skirts and flew around Angel Island. **Rocinante** (right) and **Fast Company** beat the ebb around Southhampton Shoals; with occasional puffs blowing through all weekend, the crew of **Think Fast** had to more than once.



DENNY JORDAN:

Like many sailors barely into their 20's, Denny Jordan faced critical decisions on his pending graduation from college. Unfortunately, this young man had to make them earlier than anticipated — when the market crashed in '29, he had to quit school and go to work. Ironically enough, the whiz kid with numbers soon found himself selling stocks and bonds.

While he enjoyed success as a stockbroker, the most important decisions

ALL PHOTOS COURTESY DENNY JORDAN EXCEPT AS NOTED

still loomed: what the heck was he going to do about his sailing?

He was already a sought-after crewman in the hot racing classes of the time, the R boats and Six Meters. And he had already grown

Denny Jordan: sixty years of sailing memories.

up sailing with and against legendary Bay Area figures such as Myron Spaulding and Lester Stone, as well as a cadre of other great sailors. He knew sailing would always figure prominently in his life. He just couldn't decide how much. Curiously, a seminar at his work determined the course of his play.

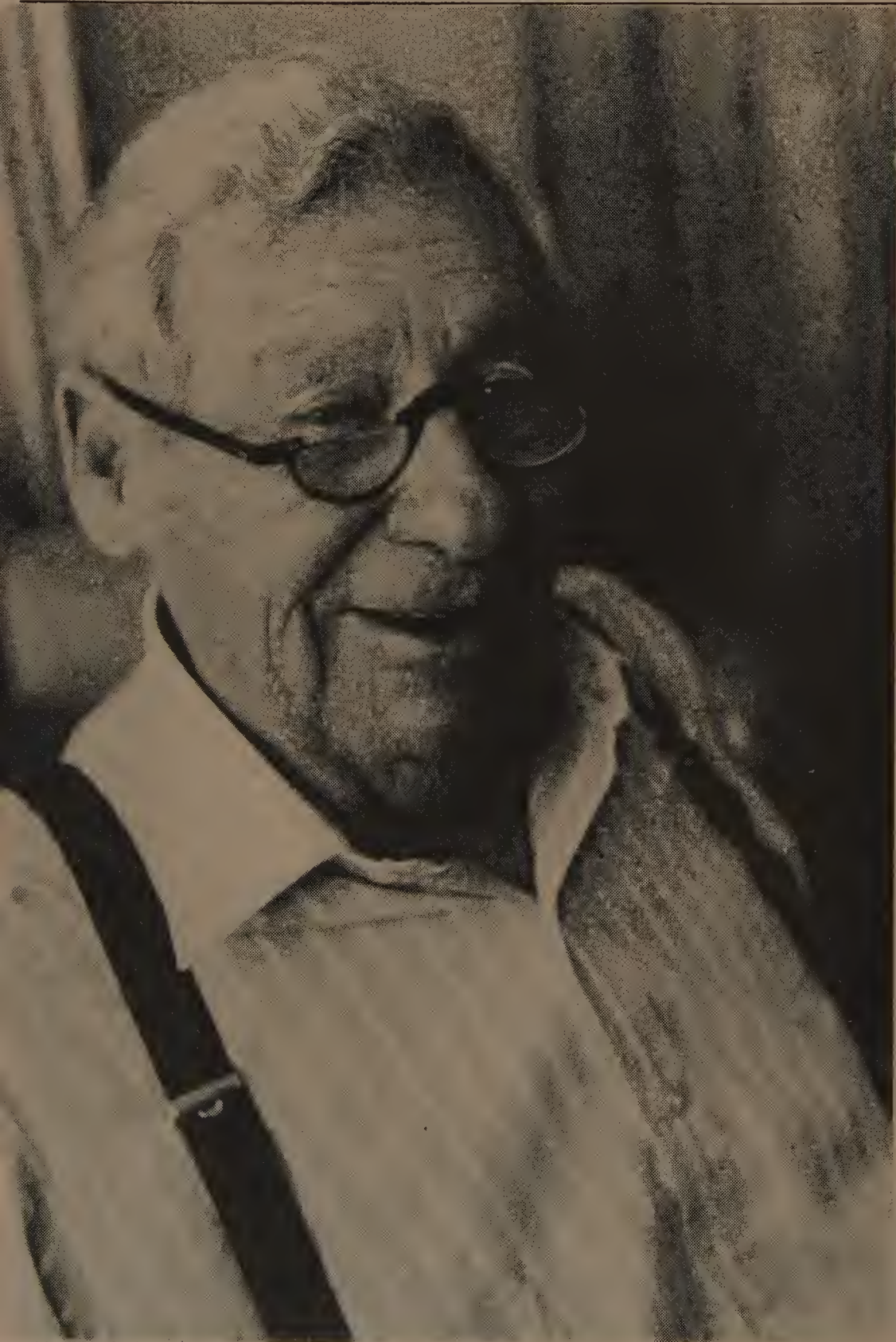
"These speakers used to come every Saturday to tell us how to be better salesmen," says Jordan, now 79. "I remember one guy in particular, though. He said when you get in your auto, you have to know where you're going. Most people don't know where they're going in their lives.

"I took those words to heart. I realized I didn't want to keep crewing on yachts. I wanted to own them! So I stayed home and worked."

There was plenty of work and sailing to be had, and Denny Jordan has left little undone in either area. Switching from securities to real estate after a tour of duty in the Navy during World War II, he enjoyed great success. In 1945-46, he sold \$22 million in Bay Area properties. Soon thereafter, his Uncle Oliver offered him a partnership in their family development business. Jordan bought in and has since built thousands of residential and commercial properties, especially in the East Bay and even up to Sacramento and Davis.

He's also owned several yachts worthy of the name. Like the 65-ft ketch *Marilen*, the world famous 73-ft yawl *Bolero*, the 63-ft motorsailor *Cordonazo* and now the 63-ft cruiser *Lady* on which he sails almost every available weekend. From his 16th floor condominium on Russian Hill he often peeks a look to see her masts across the Bay at her Belvedere berth. Jordan has enjoyed yachting both on and off the water, and has been an integral part of the St. Francis Yacht Club since its birth in 1927, including originating the stag cruise and engineering the purchase of Tinsley Island, the club's summertime retreat in the Delta. In the process, he has become an unofficial historian, not only for the St. Francis Yacht Club, but for Bay sailing, from lofty schooners to present day handicap racers. In a sense, Jordan has seen and done it all — and has forgotten little.

It's readily apparent that time has been the only element able to slow Denny Jordan down. His hair is gray, he moves with an occasional faltering step and he cocks one ear towards you slightly when you speak too



SHIMON VAN COLLIE

softly. His gray-blue eyes are still sharp, though, and his mind recalls names and dates with surgical precision. He's clearly still a man with a voracious appetite for living, and he bites off huge chunks as he goes. Some consider him gruff and outspoken, traits he doesn't deny. "I don't believe in bullshitting," he says plainly. He also knows he can't take any of the worldly rewards of his work with him, so he's enjoying them now.

When it comes to sailing, Denny Jordan has not changed much since 1914 when he was six years old and, as he puts it, "tagged along with my parents as they boarded the 60-ft *Yankee* in Santa Cruz harbor. I can remember rowing out and being intrigued while Charley Miller (her owner at the time) spun his tale about his sail down from San Francisco."

But it was his uncles, Artie and Oliver Rousseau, who had the biggest influence on young Denny. Their father, Charles Rousseau, settled in San Francisco in the 1880's and he and his sons formed an architectural and engineering firm whose buildings now cover the city. They were among the first to build flats and use reinforced concrete, and developed much of the area west of 20th Avenue where sand dunes

'Westward' off Santa Barbara in 1931, was one of the great boats of her day.



used to roll down to the sea.

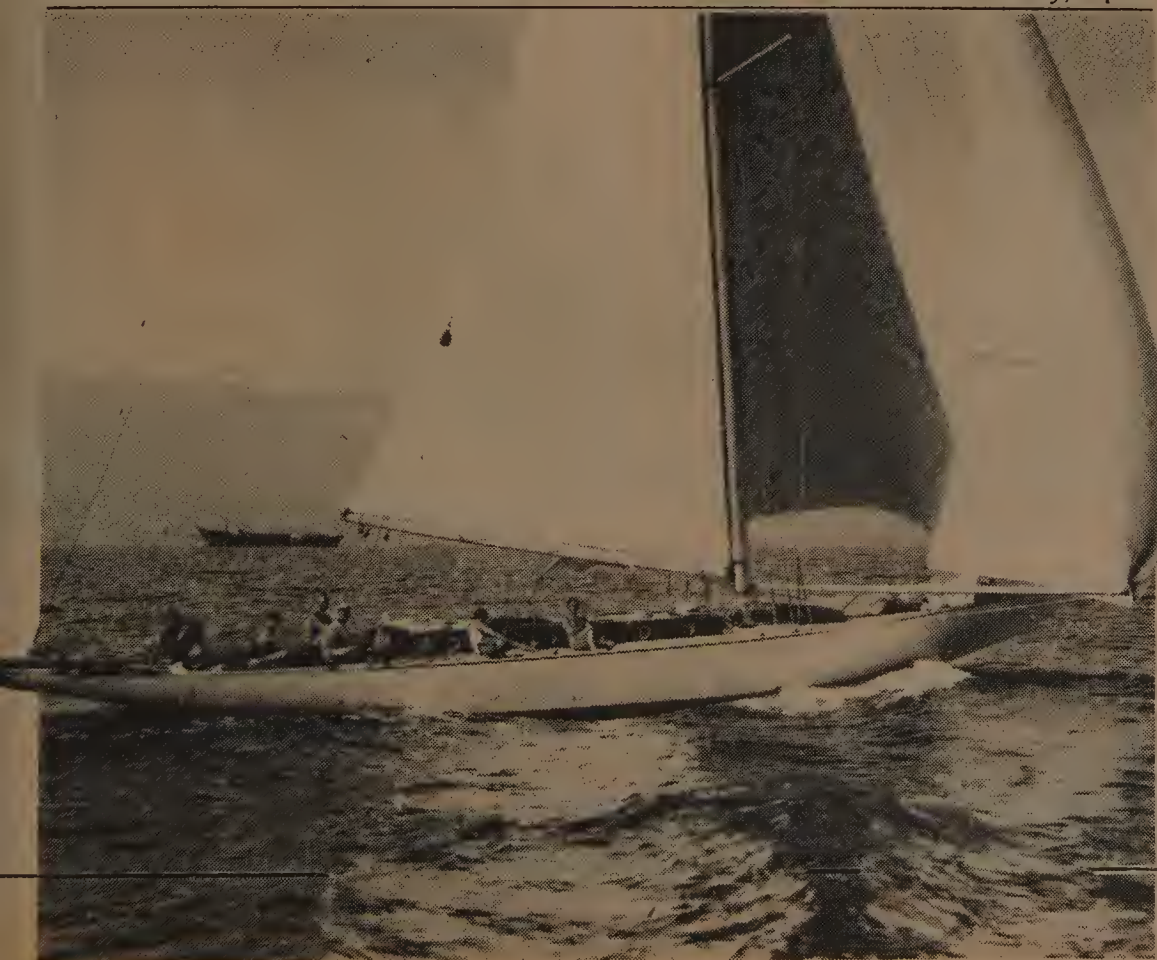
Artie was the active sailor and he bought Jordan his first boat in 1922, a 21-ft Coyote Point centerboarder. Many of the top sailors on the Bay were interested in the little sloop when it first came out. John Hanify, a pro-

Three masts, two boats: Art Rousseau's 6-Meter 'Maybe' is all but hidden by 'Ayayay' (foreground) and 'Synove' during a mark rounding.

minent yachtsman at the time, and two others capsized off Blossom Rock and drowned one day, though. The boat's value dropped rapidly and Artie picked one up for \$200. Jordan's mother raised hell, but Rousseau gave it to his nephew anyway.

"I loved that boat," Jordan recalls. He sailed every day, even cutting high school classes to do so. One of his sparring partners was Myron Spaulding, a fellow classmate at Polytechnic. He had a similar size sloop, only with a keel. The two of them used to have four or five races every day from the San Francisco yacht harbor to Anita Rock and back. "Myron would beat me to the weather mark with his keel," he says, "and then I'd pull up the centerboard and pass him on the run." The matches continued until Myron's keel fell off and that ended that.

Jordan kept sailing his little sloop. He recalls proudly naming her after glamour star Clara Bow, the "It Girl" of the 1920's. It didn't take long for some joker to add "sh" in front of his paint job. Shaken, Jordan figured the best way to find the culprit was to keep his mouth shut. About ten years later, he and Arvid Norman were sharing a cold, 2 a.m. watch aboard *Dorade* in the Farallon race. Norman asked him if he ever found out



DENNY JORDAN:

who had done it. "It was you, you SOB, wasn't it?" I said." By then, though, he was ready to forgive and forget.

Yacht racing was a different animal sixty years ago. The press paid much more attention, according to Jordan. The sports

Yacht racing was a different animal sixty years ago.

action ran two full pages of stories and results after race days. The San Francisco Bay Perpetual Cup garnered the most attention. Donated in 1895, competition for the cup was held every year with the race the following year conducted in the winner's waters. The Perpetual Cup was Jordan's showcase and he looks back on those races most fondly. He competed for the cup 14 times between 1924 and 1968 and won all but once, starting with a victory in the R boat *Lady Gay* and ending with a win on Bill Trask's Farallon Clipper *Hoyden II*.

Uncle Artie's *Lady Gay* was one of the popular R boat class in the 1920's. Measuring 40 feet long with a beam of seven feet and draft of six, they were pure racing boats. Other members of the fleet included Lester Stone's *Rascal*, Andy Dixon's *Machree*, Marty Weil's *Francesca*, Cliff Smith's *Lady V* and Roland Fontana Jr.'s *Corinthian V* (later named *Imp* and the namesake for Dave Allan's SORC winning *Holland 40* built in 1977).

Jordan recalls — and he's probably the only living person able to do so — that racing in the R boat fleet was quite serious. By 1925, his uncle Artie was convinced that Dixon and Stone were ganging up on him, so he built a new boat called *Ace*. Denny got the job of sailing *Lady Gay* and blocking Stone and Dixon while Rousseau went on to win in *Ace*. The scheme worked for a while until their competitors decided to quit the class. Rousseau didn't need *Lady Gay* anymore, and he sold it to Charlie Langlais, who later played a major role in organizing the Yacht Racing Association of S.F. Bay. "When the YRA started," says Denny, "there were only two classes, the R boats and Birds. Now there are 57. I can't begin to



Photo from July 1930, 'Yachtsman' magazine shows L.A. Norris at the wheel.

'Yankee' was the first boat Denny ever sailed on, in Santa Cruz in 1914.



keep up with them all!"

One has to think it's because he simply doesn't want to, because what he does retain is nothing short of astonishing. Sitting sipping coffee in his home, the Bay quiet in the cool winter sunlight behind him, Jordan can pull out story after story about the sailors and

the boats that traversed the Bay for the past 70 years. His uncle Artie is one of his favorites.

"They used to call him the 'old fox'," says Jordan. "In the days before tide books, he would go out and study the water the day before a race. We were the only ones who knew where the currents were, so we won all the races."

Two other favorites were Mark Fontana

SALTY SEPTUAGENARIAN

The San Francisco Yacht Harbor, circa 1915.



One of the great practical jokes of Bay sailing: this photo of Charlie O'Brien "relieving the watch" somehow became the lead photo on the sports page of Charlie's own newspaper! His girlfriend gets the credit.

and L.A. Norris. Fontana was a director of the Bank of America and owned the 75-ft ketch *Shawnee*, which he sailed on the Bay and also raced to Tahiti in 1925. "We were sitting at the men's grill in the St. Francis one afternoon looking at the seagulls and he comes up with the information that the gray seagulls are the younger ones and the ones with white are older," he chuckles. "I don't know if it's true or not, but I always believed

him."

L.A. Norris won the 1925 Tahiti race with his 120-ft schooner *Mariner*. Norris was a wealthy yachtsman who liked to bring yachts out from the east coast. *Mariner*, *Shawnee* and *Navigator* were three of them. Norris also enjoyed sailing large boats short

handed. Jordan tells the story of one such trip Norris took up to Point Reyes on the *Mariner* in 40 knot winds. "It was questionable whether the main could even be dropped," recounts Jordan. Norris wasn't fazed: he got the halyards ready and reached in towards shore. At the right moment he let the halyards run free and the boom dropped into the water. Timing the waves, he then headed up and let the water pick the boom up and drop it on deck!

Jordan laments that few people, let alone sailors, remember such bygone notables Norris, Fontana or John "Jake" Punett, the first commodore of the St. Francis Yacht Club. "Even Lester Stone's memory is fading," he says. "Once you're dead, that's it!"

While Punett was influential, the real mover behind the St. Francis was Hiram Johnson, Jr. The son of the governor and later senator Hiram Johnson, Hiram Jr. was part of a group of dissidents at the San Francisco Yacht Club in Marin that wanted to move to San Francisco in 1927. Using his political pull, Johnson got the state to turn over the Marina Green area to San Francisco. He then worked out a ten year lease for the club site. "Herb Caen got pissed 'cause we were only paying \$50 a month rent," snorts Jordan, "but considering we acquired property that was worth millions for

"An oil tanker mistook us for a Jap sub and opened fire."

the city, that wasn't unfair, was it?"

The original clubhouse stood on pilings, and Jordan recalls that the water used to slosh up through the floorboards in the men's grill. Walter Fletcher, the club manager, picked up some tombstones from a cemetery that was being dismantled in the area near the University of San Francisco and used them to form a breakwater!

Unfortunately, for several years, as much turbulence came from within the harbor as without. Both the yachties and fishermen occupied the San Francisco harbor at the time, and there was, as there always seems to be, bad blood between the two. There

DENNY JORDAN: SALTY SEPTUAGENARIAN

were no slips, only moorings, and some were mysteriously severed in the dead of night. Finally, the city built Aquatic Park and the fishermen had their own refuge, leaving the harbor next to the St. Francis for yachts.

Rousseau and Jordan also became involved with Six Meter sailing around the same time. Rousseau bought *Maybe* from Sven Salen of Sweden, another sailor who figures prominently later in Jordan's life. In 1926, Salen had taken *Maybe* to a European Six Meter regatta in Genoa, Italy and flew the first long footed jib ever seen. He won the series easily and the jib became known as the genoa as a result.

Rousseau also kept *Ace* active and Jordan remembers sailing Six Meters in the morning on weekends and R boats in the afternoon. They also travelled south for the Southern California midwinters, which started in 1927. The Depression slowed things down a bit. "Where we had been buying new sails every few months," says Jordan, "we soon were unable to buy any at all." In 1934, Southern California's Don Douglas of airplane fame challenged for the Perpetual Cup with the Six Meter *Gallant*, a hot design that Ted Conant had sailed to a silver medal



Jordan relaxing at the tiller of 'Ace'.

in the 1932 Olympics.

Maybe got the nod to defend the Cup, but Rousseau was nearly broke and couldn't afford to buy any new gear. "Pitting the *Maybe* against the *Gallant* was like matching a fire horse against a thoroughbred," says



The men's grill at the St. Francis in the 1940s. Jordan says everyone in this photo is now gone.

Jordan. Boat speed, as has often been proven by racers on the Bay, does not always determine the outcome. Rousseau won the start and held a ten second lead at the leeward mark. *Gallant* evened up and went ahead at the Fillmore Street buoy, but as the pair beat up the Cityfront to Presidio buoy, a thick fog descended on the race course.

"The tide had also started to ebb," recounts Jordan. "Rousseau knew the buoy could be laid easily with a favorable current. The *Gallant* was on *Maybe's* wind, but about half way up, Rousseau tacked inshore, hoping *Conant* would cover. *Gallant* tacked and Rousseau followed to the opposite tack, let out his main to take her stern and reached the buoy a minute ahead. Of course we went on to win the race."

Rousseau had to sell his yachts eventually, and Jordan became a gypsy of sorts. He hooked up with Jim Flood on *Dorade* in 1936 and also campaigned *Tai Fung* with Bob Taylor and *Yo Ho Ho* with Ed Feisel. Feisel spent most of his time in New York, so Jordan had the boat to use and the bills were taken care of by the owner.

Pearl Harbor brought the fun to a halt. Jordan couldn't get an officer's commission in the Coast Guard like many of his pals had done, so he signed up for the Navy. While waiting for his commission to come through, he performed civilian wartime tasks like patrolling the Oakland Estuary at night looking for saboteurs.

In the middle of 1942, Phil Finnel asked



Jordan to take a yacht to sea and form part of a barrier along the west coast. The Navy had lost track of the Japanese fleet and feared they would attack either Midway Island, Pearl Harbor or the West Coast. Yachts were being stationed off the coast from Canada to Mexico to keep a lookout, and Finnel knew Jordan would be a good skipper to do the job.

Jordan had his pick of yachts, and he chose Cyril Tobin's *Seaweed*. When he boarded the vessel at Treasure Island, he found a green Navy crew, none of whom had been to sea before. He told Finnel he would need some experienced hands, and he lined up Dick Hanen, Phil Fay and Harold Martin to go with him.

"We spent 14 miserable days at sea," he recalls, "with 60 mile an hour winds blowing out every sail on the boat. Our station was about 60 miles west of Eureka. If we saw anything that looked like the Japanese fleet, we were supposed to radio to shore and they would send out air support. That was a joke, but we didn't know it then. All went well until one day a camouflaged Standard Oil tanker mistook us for a Jap sub, and opened fire with their three inch gun. Fortunately for us they were poor shots and missed."

Next month: After the war, it was back to sailing, first with his friend Charlie O'Brien on the *Volante* and then buying his first big boat, *Merilen*. In the 1950's, it was on to *Bolero* and the birth of the *Stag Cruise* and *Tinsley Island*. On into the 1960's with *Coronado* and enjoying chartering around the world, and up to the present with *Lady*.

— shimon van collie

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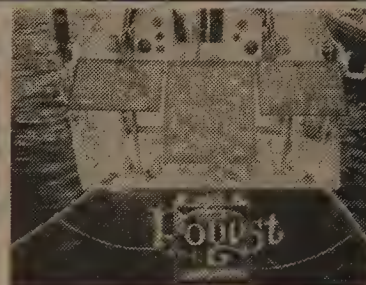
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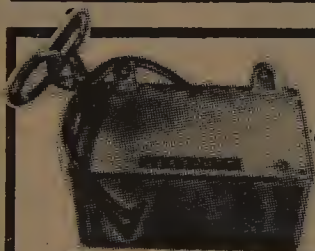
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HOW NOT

Moorings are great, slips are better, but you're not a "real" sailor until you've swung on an anchor for a while. With Mexico cruising season in full swing — or even some off-season jaunts to the Channel Islands — there's no time like the present for novice anchorers to learn the ropes . . . er . . . ropes.

It's always amazed us how many people screw up anchoring. Not that we're any great experts, you understand — we've dragged with the best of them. So we don't mean the folks who just snag grass instead of sand and have to do it again a time or two. We're talking about the ones who appear to have no conception of either the etiquette or technique of securing a boat to the bottom.

Anchoring isn't *that* hard. Or at least that's the impression you get when you watch someone who's good at it. Yet first timers (or slow learners) continue to be the primary comedic relief in anchorages from Redondo to Rhodes — not to mention the primary menace.

While the only way to really get good at anchoring is to do it lots of times in varying conditions, there are many sources to get neophytes off on the right foot. People who know what they're doing are usually more than willing to help those who don't. You can read and save the many articles on the subject that appear in the boating press every year. There are even whole books written on nothing but anchoring.

It's amazing
how many people
screw up
anchoring.

What virtually all of these sources fail to address, however, is how *not* to anchor. It's one thing to know the fine points of using sliding rode weights and a bouyed trip line for a coral bottom in Bongo Bongo. It's quite another for a freshman anchoree simply to get the damn thing to the bottom without fouling it in its own or someone else's rode.

To address this glaring disparity, and since we know from personal experience that screw-ups are often the best teachers, we've compiled a list of the most common *faux pas* of anchoring. We've seen all of these at least once, and a few we see many times every

season. To reiterate, no amount of ink will make you that "real" sailor. Only going out and anchoring successfully will do that. However, this guide will hopefully quiet some of the guffaws and quell the headshak-

ing in the bay where you lose your anchoring virginity.

The Pile Diver

We couldn't believe this the first time we



saw it: The captain of a little boat pulls his anchor and rode out, piles it — not coils it — on deck, gathers the whole mess up in a big blob and chucks it over the bow. For some reason, the anchor didn't bite. So he hauls

the line in, piles it all on deck again, undoing a few new knots and kinks, and lobs the whole mess in again, backing down to "set" the anchor.

What's wrong with this "technique"? What's wrong is that you want to do everything possible to keep the anchor from fouling its own rode — in other words, by letting the anchor go first and then paying out the carefully-stowed, and hopefully coiled, rode.

By the way, after a few more tries, our now loud-cussing, labor intensive small boater did finally get anchored somehow. We were wiping away tears of laughter for hours. We still do when we think he's probably still out there cursing and doing it the same way to this day.

Bitter Truth

When was the last time you checked to make sure the bitter end of your anchor rode was secured to the boat? It sounds like something you'd only see in a corny sailor movie, but it happens. In Europe a few years ago, we watched a French Navy destroyer lose its anchor in just this manner. The several thousand dollar (or was it *francs*?) reward for its finding went to a scuba-diving American yachtie. In one afternoon he figured he earned enough for about 18 months more cruising — two years if he was frugal. Not too shabby.

Of course, in clear, relatively shallow water, you too can make this mistake in the morning and laugh about it by noon. It's a lot easier, though, to make sure that the bitter end is secured to something in the boat. And — as we learned the hard way — that the something itself is firmly secured to the boat.

Similarly, you want to make sure the pin on the shackle connecting your anchor to rode is properly seized. There's a rumor about the Boss losing a big plow by not checking that seemingly minor detail.

Boat Life Can Be A Drag

There are few sights worse to a cruiser than sitting in a waterfront cafe and watching his "anchored" boat moving slowly through the anchorage. The horror of this situation is directly proportional to how close she is to other boats or the beach; how fast she's moving; and how many people are around to see you run for the dinghy landing like a madman.

What makes it even worse is that dragging anchor is an equal opportunity embarrassment.



"Keep going back, dear. You're doing fine!"

We once watched a veteran cruiser (at least judging from the amount of jerry cans and other junk on deck) come in and anchor nearby. Though the anchor seemed to set, the skipper wasn't satisfied, so he raised and dropped again. Still not convinced all was kosher, he and his crew (a wife and teenage son) went through the whole 20-minute process again. Not an hour later, the half-drunk crew delivering a racing yacht roared into the anchorage, threw an anchor out, turned the engine off and abandoned the boat for the yacht club bar. That afternoon, the wind

If you're really paranoid, nothing has the bottom grip of a '53 Buick.

came up and guess who started dragging? Yup, the cruiser.

When practical, we don mask and snorkel and make sure our anchor is properly set. More than a few times, we've actually dove down and stuck an anchor into hard sand to get it started. But neither process absolutely



HOW NOT

guarantees that you won't drag.

Whether we can see the anchor or not, we have the best success setting an anchor with a technique we've used so long we don't remember who taught it to us. Having ceased all forward motion, we drop the anchor and back down, letting out lots of slack until about the halfway point. From there, we put a little drag on the rode to take slack out of what's now on the bottom, and to get the anchor turned the right way. At about 2/3's the distance, we snub the rode off. If the boat stops, the anchor is set. Then we back up and release the remainder of our

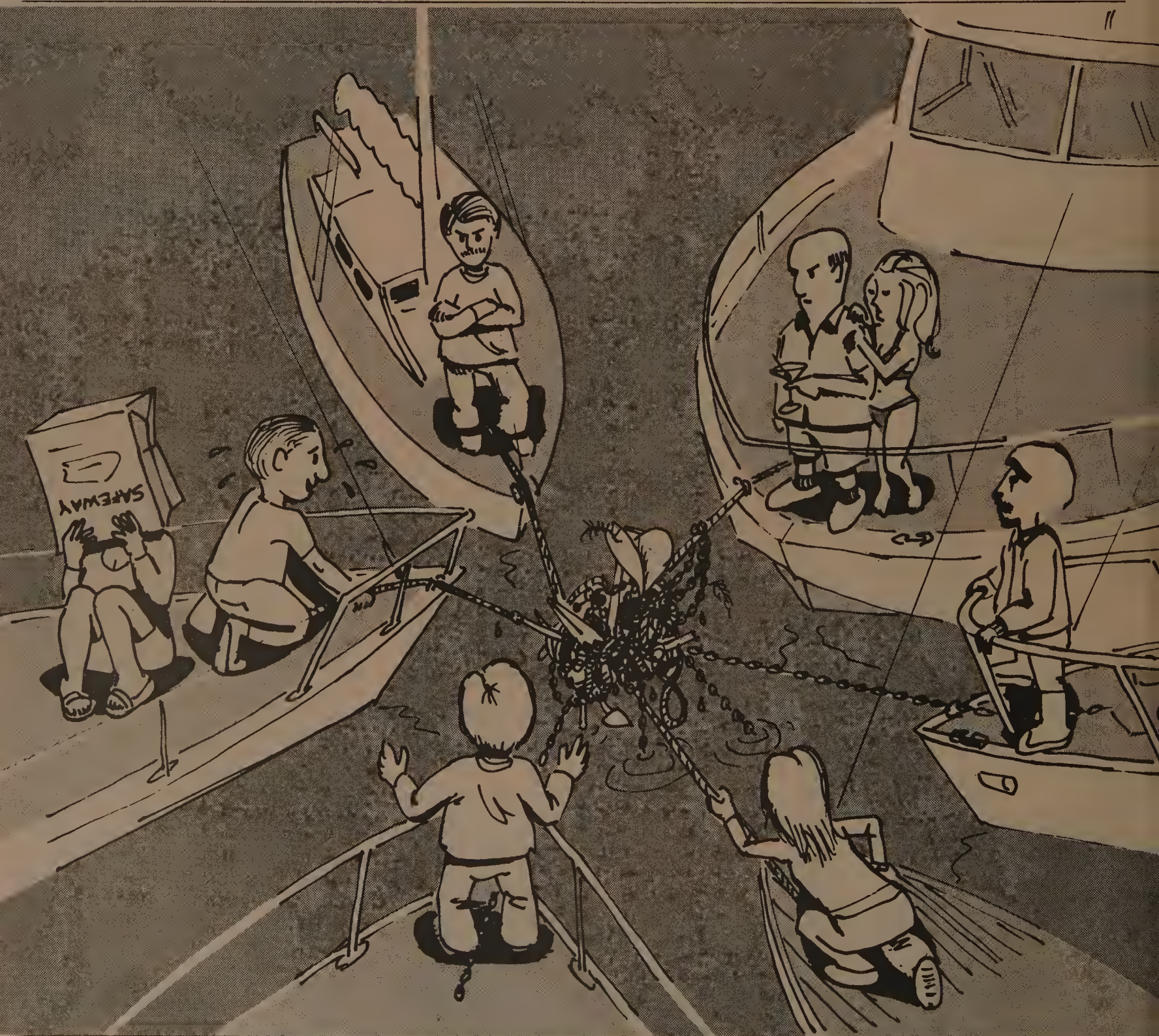
line to the proper scope, snubbing a final time at the end. Unless you end up swinging in circles in heavy weather, this method has proved as close to foolproof as any we have found.

Fouled Away

There are three types of anchor fouling. The first two are fouling your anchor on various parts of your own boat or person,

and fouling someone else's anchor line — which usually produces the third type of fouling: the language that other boater uses to describe your mother.

Fouling an anchor on itself, as in hooking the fluke of a Danforth over its own chain, is common. Not so common is fouling the rode with the propeller, but we've seen that, too. Even the Big Cheese at *Latitude* is rumored to have done it. If you even suspect you



If One's Good, Two Must Be Better
In some anchorages, boaters like to moor with both bow and stern anchors. Some-

ANCHORING TIPS AND TYPES

There's obviously a lot more to anchoring than we have the time or space to cover here — even if we were being serious. But we'd feel remiss without at least mentioning some basic tips and equipment. A short review of anchors follows. Whichever you use, it's important to attach it to the boat with the appropriate line and/or

chain. A short length of chain (30 to 50 feet) is customary between the anchor and the remainder of a nylon rode. Its weight helps keep the boat and anchor in place, and it doesn't chafe on coral or other bottom junk. On many cruisers, the main rode is often all chain.

As far as scope — how much anchor rode you

let out — five-to-one is the usual ratio. That is to say, take the depth to the bottom and let out five times that much rode. (If the bottom is 15 feet down, let out 75 feet.) The books say three-to-one is minimum, and many recommend seven-to-one as best. If you expect heavy weather go to seven-to-one.

The Plow

Also known as the CQR (for "secure"), the plow was invented in 1933 for use by seaplanes. It quickly found a home aboard yachts, where it probably outnumbers any other type of anchor. It outperforms most, too, and even

severe swinging rarely discourages a plow with a good set. It stows handily in bow chocks and, with its hinged stock, fairly handily on deck. As with all anchors, avoid CQR imitations. The extra bucks you spend now will be returned manyfold in dragless nights' sleeps.

The Danforth

Richard Danforth thought this one up in 1939, and his legacy lives on in anchorages around the world. Every cruising cat we've ever seen carries at least one Danforth, if not as a main anchor then as a backup or lunch

hook. Though slightly more prone to fouling than the CQR, the Danforth is easier to set in hard sand. Being "flat", it's also easier to stow on deck, and for large boats with hawse pipes, the Danforth draws up snugly out of the way.

The Bruce

This innovative anchor has only been around since 1972, when it was developed to hold the deep-sea oil rigs on station in the North Atlantic. Smaller versions have developed quite a following aboard cruising yachts. The

big advantage of the Bruce is that it has no moving parts. Among its few disadvantages are limited "stowability" on deck — it's best stowed in the bow roller — and its shape. Sorry, but we have a hard time taking an anchor seriously that looks like Donald Duck's foot.

The Fisherman

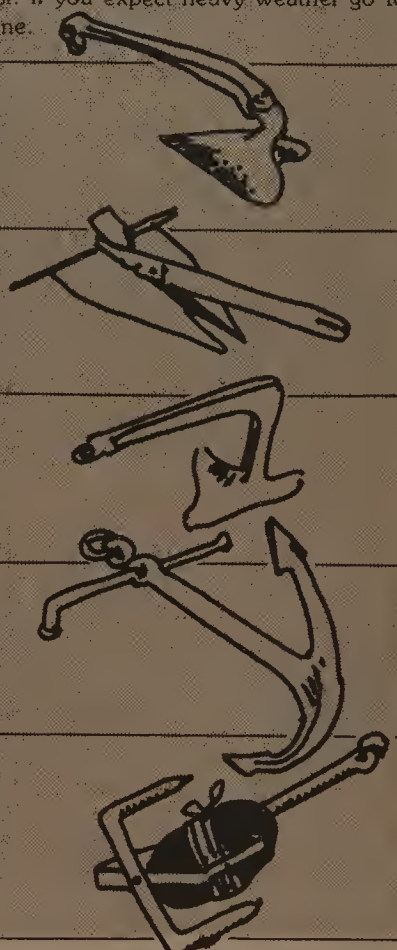
Some version of the fisherman has been standard issue aboard ships since about the iron age. It's said to excel in grabbing a grassy or rocky bottom where the above anchors might just skip along, and many cruisers carry a

huge Fisherman as a storm anchor. However, being heavy and awkward, it's a bitch to stow unless you have a 100-ft schooner and can "cat" (stow) it the old way. The recommended Herreschoff or "Lute" types, however, fold up for stowage in the bilge.

The Re-Bar Anchor

The anchor of choice for Mexican fishermen, the re-bar anchor can be surprisingly effective for a fraction of the cost of the anchors mentioned above. Heck, for a six-pack, a Mexican machine shop can whip you up one while you scarf down some *camarones* at the local

palapa. Variations abound along beaches where boats are pulled up overnight, and some are quite creative, rivalling the early work of Dali. Don't mess with them, though. We lost a painful argument with one on the way back to the boat one night and still have the scars to prove it.



might run over your own rode, take the engine out of gear until you're sure you're free.

Fouling an anchor on yourself may sound funny, but we knew a guy who lost a thumb when it got dragged through the gypsy on the windlass. About a year ago, a couple of cruisers near Puerto Escondido suffered similar injuries. No matter how many times you have to anchor and reanchor to get settled for the night, don't let your anger or embarrassment make you careless around ground tackle.

As for fouling someone else's anchor, we hate to say it, but that is pretty common, too, especially when anchoring Mediterranean style — dropping the hook off the bow (or stern) and securing the other end to a quay. We once watched a Greek gunboat storm into Mykonos harbor and drop directly over

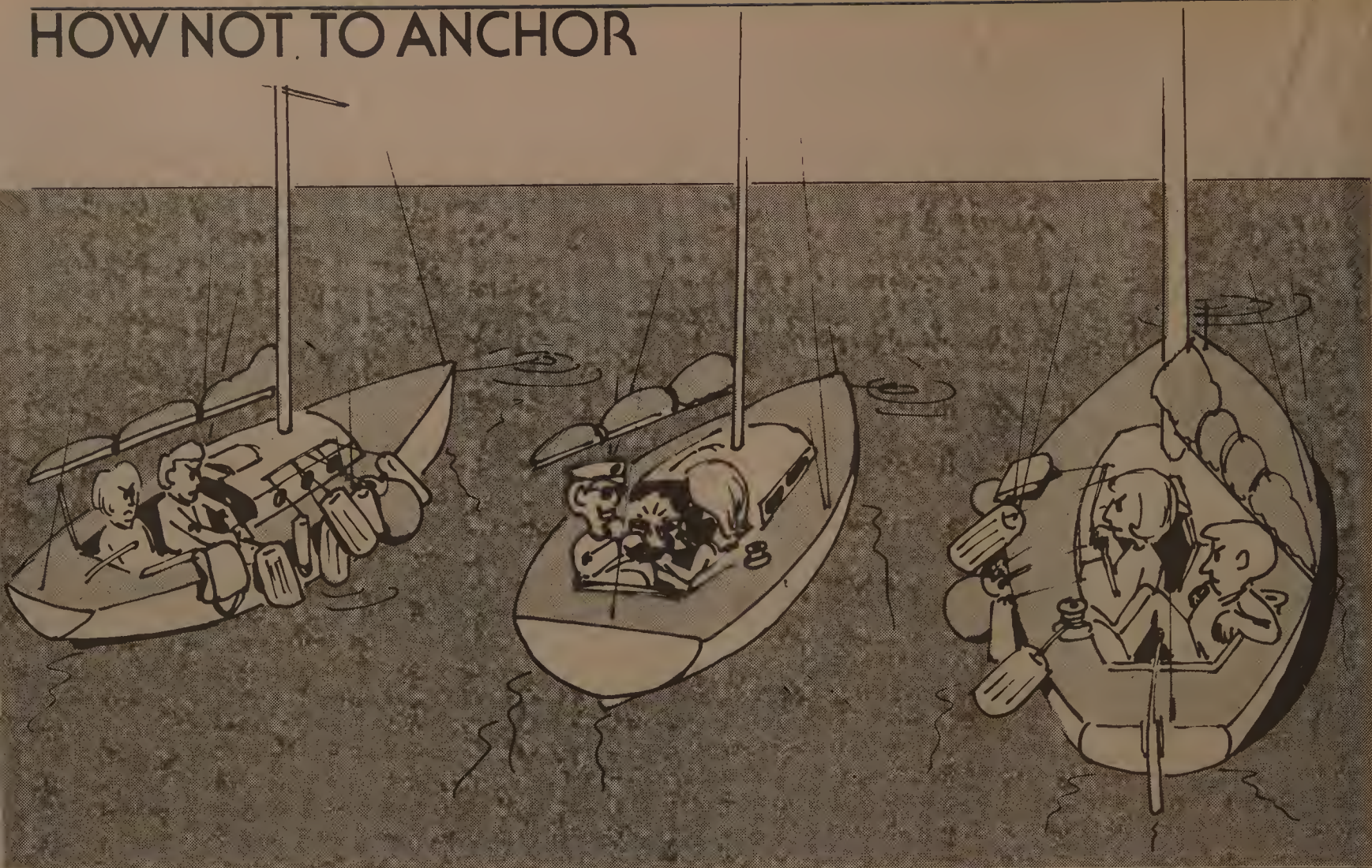
the anchor of just about everybody. When they got ready to leave and started pulling their anchor up, the bows of about a dozen boats gravitated toward them like compass cards to magnetic north. It took two guys with scuba tanks and big wrenches the better part of an afternoon to undo that one.

To avoid such situations is easier said than done. As a general rule, see how the boats around you are lying, and how their rodes angle into the water. Then go for a clear spot. We once waved a novice away from our anchor, and with the benefit of our sage and salty experience, indicated where he should drop. When he got ready to go, guess whose anchor he came up with? Oops.

times this has practical reasons having to do with tide, surge and swinging room. Sometimes people just like to make more work for themselves. Now there are not written laws on this, but the accepted etiquette is the "When in Rome" philosophy.

If everybody else has two anchors out, you should do the same. If everybody else has one anchor down, don't you drop two. (Incidentally, as few as one other boat in anchor anchorage constitutes "everybody else". If you're the first to arrive, do what you want.) In this case, practicality follows etiquette as form follows function. A boat on a single anchor swings to the whims of wind and tide. A boat anchored fore and aft stays relatively stationary. In a crowded anchorage, the two styles mix about as well as Iranians and Iraqis at a cocktail party.

HOW NOT TO ANCHOR



Room With A View

Not leaving enough swinging room has to be the most common breach of anchoring etiquette. Back to swinging. You'd be amazed how much territory an anchored boat, or group of boats, can cover in one tidal cycle. And you think Catalina or San Diego Bay have current? We once anchored a 60-ft ketch on a waterway in Connecticut, leaving what looked like plenty of swinging room. That night, at about 1 a.m., with a loud and sickening crunch, we locked rigging with a boat that seemed to have been miles away at twilight. After several hours of bumping and grinding, a trashed dinghy davit, a couple of broken shrouds, and severely scuffed topsides and tempers, it was finally the swift current that separated the two boats. Our relief turned to horror as the quick tidal change almost immediately ground us into another pristine east coaster at a good two to three knots.

If there is some nifty formula for figuring out how much swinging room is enough, we don't know it. We just try to maintain the same distance away as everybody else, and "when in doubt, go farther out". If you insist on anchoring in outer Avalon or neighboring Descanso during a summer Saturday afternoon, you're on your own.

Anchor Size and Type

It doesn't have anything to do with etiquette or technique, but while we're on the

subject, we might as well throw in our two cents worth on anchor size and type. As for size, guidelines supplied by the manufacturer or chandler for your size and displacement boat are fine. When in doubt, go a size or two bigger. For a lunch hook, our last boat came with an anchor a couple of sizes smaller than recommended. They are relatively light, handy and perfect for an afternoon.

On the other end of the scale, we've seen 30-ft boats with enough ground tackle to secure the *Queen Mary*. For deepwater anchoring off Bora Bora, it may make you feel secure, but for local cruising, it is overkill, especially if you sail a light or ultralight boat. All that weight in the ends of the boat negatively affects performance.

Back to blue-water for a minute. We've talked to lots of people over the years who have cruised just about everywhere. Almost all of them carry and recommend carrying at least four oversized anchors and their attendant rodes; at least one of which should be all chain.

As far as type, those same people seem to feel the saying "you get what you pay for" might have been invented by sailors trying to anchor. While several admitted to having Danforth or CQR clones aboard, their primary anchors were Danforth, CQR and Bruce, with a few Herreschoff (Fisherman) anchors mentioned. The first two were the

most common. Personally speaking, those are the only two we've used and we have rarely had problems with them that weren't self-induced.

A couple of cruisers tried Bruces and didn't like them as well; one replaced a lost anchor with an equivalent Bruce and says he'd rather fight than switch back. Most rarely mentioned was the Fisherman. One circumnavigator never used his once in seven years of circumnavigating. If you are really paranoid about staying put in a blow, and have a big enough windlass, we've heard nothing has the bottom grip of a '53 Buick.

Again speaking personally (and with our tongues out of cheek for a moment), some of the memorable and satisfying times we can remember about our own cruises were spent anchored in some secluded place in the snug little world of our own boat.

Once again, the only way you can get good at anchoring is to go out and do it. Armed with the indispensable information on these pages, you should be well on your way to really dazzling displays like sailing your anchor in and out even when you don't have to; "dredging" (using an anchor to crab a boat diagonally against current); or "Bahamian moorings" (dropping two bow anchors to restrict swinging). But beware: once you sample the life of a "real" sailor — one of the first signs if sneering at docked boats — you may become permanently "hooked".

— latitude — jr

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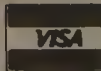
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SOUTHERN CROSS CUP:

A half dozen years ago, Crosby, Stills and Nash had a hit song called "Southern Cross". The lyrics, more or less about sailing, included a line: "When you see the Southern Cross for the first time, you understand now why you came this way." The three-boat U.S. team that recently saw the AWA Southern Cross Cup Series in Australia for the first time is probably shaking its collective head, wondering why they bothered.

"We had a lot of potential, but things went to hell quickly," was how *Sidewinder* crewman Scott Easom summed up the frustrating experience. Indeed, the U.S. team of two Californian boats — Jack James' well-travelled Frers 54 *Jubilation* and Randy Short's Admiral's Cup veteran *Sidewinder* — and *Drake's Prayer*, a Farr 43 under charter to former Bay Area sailor Jaren Leet, had more than their share of trouble in the prestigious grand prix IOR regatta.

For the Americans, the series bordered on

slapstick comedy: just about everything that could go wrong did. The series started on an ominous note when *Drake's Prayer* was

And to add insult to injury, the team even quit the series because of a trumped-up allegation of cheating on *Sidewinder's* part,

"We weren't as bad as the results indicate."

torpedoed by a port tacker in the first race and forced to retire. It ended with *Sidewinder* snapping her stick in the last race, the 630-mile Sydney-Hobart bash. In between, just about every other imaginable disaster befell the hapless American team.

'Jubilation' ended up fifth overall despite shanking the middle distance race.

only to rejoin five hours later.

Despite the problems and bad vibes, the U.S. team still managed to finish a respectable fifth overall out of the 11 teams competing in the biennial event, largely because when *Jubilation* and *Sidewinder* are on the pace, they're two of the hottest boats in the world. The third boat on the team, the three-year '85 Admiral's Cupper *Drake's Prayer*,



A TOUGH CROSS TO BEAR

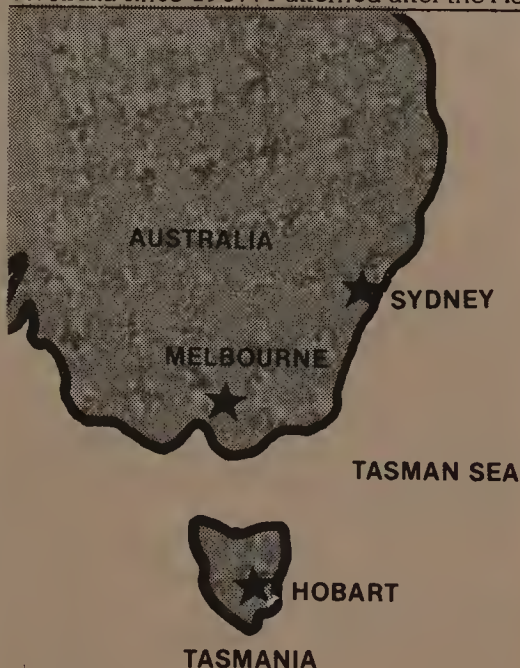
ALL PHOTOS BY SCOTT EASOM EXCEPT AS NOTED

proved to be a weak sister. From the evidence though, no amount of money or talent could have overcome the figurative — make that literal — boatloads of bad luck the team was dealt.

As it was, the Australian team of *Madeline's Daughter*, and two one tonners, *Sagacious V* and *Joint Venture*, had their way with the 33-boat Southern Cross Cup fleet, finishing comfortably ahead of the second place Kiwi team. Peter Kurts' new Farr 44 *Madeline's Daughter*, with America's Cup yachtmen Iain Murray and Peter Gilmour calling the shots, was also the top individual performer.

But let's not get ahead of ourselves. First, a little background is in order. This was the 11th running of the AWA (Australian Wireless Associates) Southern Cross Cup

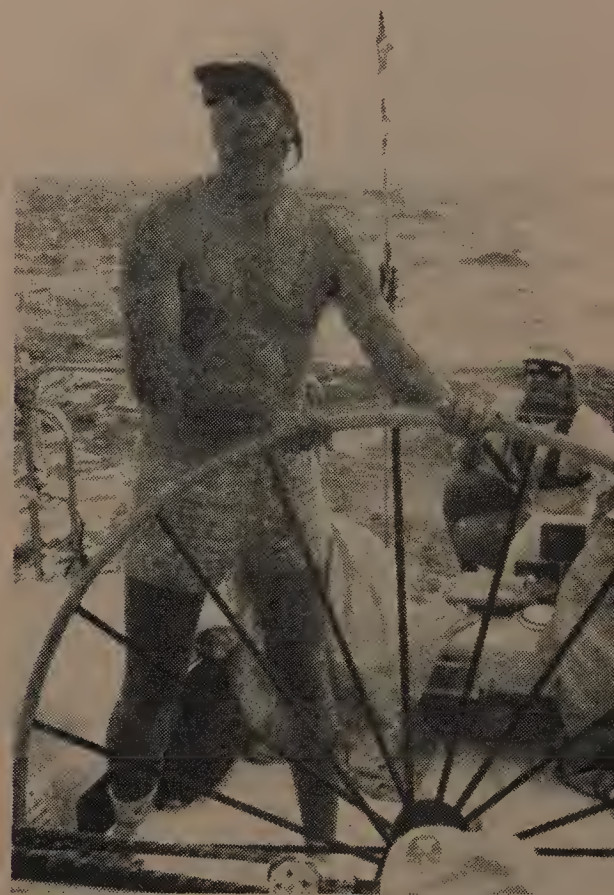
Series, a grand prix IOR team racing event that's been held in odd years in Sydney, Australia since 1967. Patterned after the Ad-



It's 630 tough miles from Sydney to Hobart.

miral's Cup (which the Aussies won earlier in the year that they formed the Southern Cross Cup), the series remains one of the five regattas on the World Cup tour. The others are the Admiral's Cup in England, two more of her clones (the Sardina Cup in Italy and Hawaii's Kenwood Cup) and, for awhile longer at least, the SORC in Florida.

The Southern Cross Cup follows the familiar ocean racing format of three buoy races of about 24 miles each, a 180-mile medium distance race, and the 630-mile enduro to Hobart. The races are weighted the usual way: the medium and long distance races count two and three times more respectively than the buoy races. The centerpiece of the regatta is the classic Sydney-Hobart Race, an annual summer (remember, this is the Southern Hemisphere) fixture on the local racing scene for the last 43 years. Originally started in 1945 as a casual holiday migration to Tasmania, the inaugural event only drew nine boats. But leaving Sydney on Boxing Day — the day after Christmas — and spending New Year's at the pubs in Hobart had a certain appeal, despite the often brutal crossing. The race prospered and this year attracted 158 boats, down somewhat from the record of 179 two years ago.



Scott Easom driving 'Sidewinder' before the fall. While others went for the bolt cutters, he went for his camera.

Because the Southern Cross Cup and the Sydney-Hobart Race is half a world away, only a few U.S. boats have ever competed in either. In 1962, Huey Long took an early *Ondine* down for the Hobart Race, thereby becoming the first American boat to head to Australia for the purpose of racing. A decade later, Ted Turner, sailing his converted 12-Meter *American Eagle*, became the first American to win the Hobart Race. Turner won line honors and overall honors, which has still only been done five times. However, what racers still remember most about that year's thrash was the party afterward. Alan Bond, whose *Apollo II* had lost a race bet with *American Eagle*, was the host (victim?) and apparently the majority of the fleet got completely sloshed on his tab.

Three years later, American Jim Kilroy sailed *Kialoa III* to the course record in the Hobart Race. His 1975 time of 2 days, 14 hours, and 36 minutes — a 10.1 knot average — stands to this day. But while half a dozen or so individual American boats have sailed in the Hobart Race, the U.S. has never fielded a Southern Cross team before, unless one counts a two-boat effort in 1973 when Belvedere's Dave Allen's red Mull 40 speedster *Improbable* and Ted Turner's chartered "old style" (27.5 rating) one ton

SOUTHERN CROSS CUP:

Pied Piper made the scene.

Thus the American team that showed up this go-around were pioneers in a sense — the first real U.S. team to enter the Southern Cross. But despite looking good on paper, as pioneers this team was only a little more successful than the Donner Party.

The racing began on December 16th with the first buoy race, which like most of the series was held in number three jib weather under sunny skies. As expected, *Sidewinder* and *Jubilation* — big boats in a fleet that was predominantly one tons — showed well, but disaster overtook *Drake's Prayer* early in the race. She was in the starboard tack layline parade coming into the windward mark when a fast one tonner, *Venture One*, bore off to duck behind them. Unfortunately, the lazy runner kept their boom from going out and the one tonner planted her bow into *Drake's Prayer* at seven knots.

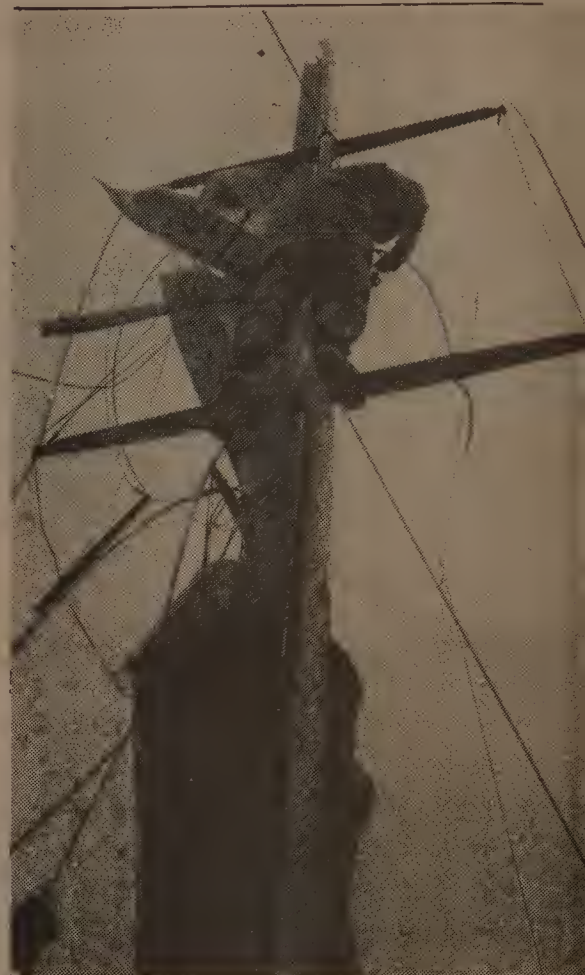
"It was a no-deflection T-bone shot. Their bow went about three feet into us," said driver Commodore Tompkins of Mill Valley, who joined *Drake's Prayer* at the last minute. The Farr 43, a sistership of *Snake Oil*, *Equity*, and others, was forced to sit out the first two races for repair work. But like the sentiment the boat was named after (on a bulkhead below, there is a quotation attributed to Sir Francis Drake about "continuity

distance race — better than a poke in the eye, but not by much. The race, a 90-mile run north followed by a beat back to Sydney, took its toll on the team. *Sidewinder* hit the rocks surrounding the turning mark, an unlit island, going from 7.5 knots to a complete standstill. The John Bertrand driven Admiral's Cupper went on to take a fifth in that race despite a large divot in her keel.

In the same race, *Jubilation* got nailed by a 40-degree windshift which crewmember Duncan Kelso figures caused them to overstand the finish by an hour. "There's a lot more local knowledge required here than at the Kenwood Cup," he claimed. *Jubilation*, which ended up being the high-point U.S. scorer for the series, ended up a dismal 25th in the double-counter.

At halftime, after three races, the U.S. team lay in fourth place despite it all. Then, the proverbial shit hit the fan.

In a dramatic and unprecedented turn of events, the U.S. team quit the series before the start of the fourth race. The reason: allegations by the race committee that *Sidewinder* had cheated on a sail measurement. When inspected after the second race, the mainsail — the same one that Short had used at the Admiral's Cup and at the Big Boat Series — was found to be stamped with an upper-girth measurement of 7.8 feet. The



Above, 'Sidewinder's' aluminum version of a southern cross. Right, Randy Short, in foreground, surveys the damage.

discrepancy that didn't effect *Sidewinder's* horsepower in any way.

Rather than work the problem out at a dockside get-together, a misguided race official for the otherwise hospitable Cruising Yacht Club of Australia decided to make an example of *Sidewinder*. In the protest room, despite stressing that *Sidewinder* gained no material advantage from the clerical error, he succeeded in penalizing Short's boat ten percent in the second race, essentially knocking them down a few places in the standings. The Americans were disappointed with this decision, but it's the owner's responsibility to make sure everything conforms to the certificate, so Short and Bertrand were prepared to accept the penalty.

They were not, however, prepared to accept suggestions in the protest room that this rather trivial situation constituted cheating. Apparently, the overzealous race committee official went so far as to compare the incident with the blatant cheating (e.g., the *I Punk* water-ballasting scandal) at the Admiral's Cup. Faced with character defamation, Short — an American who's been a very successful businessman in Australia — withdrew from the series on the advice of legal counsel.



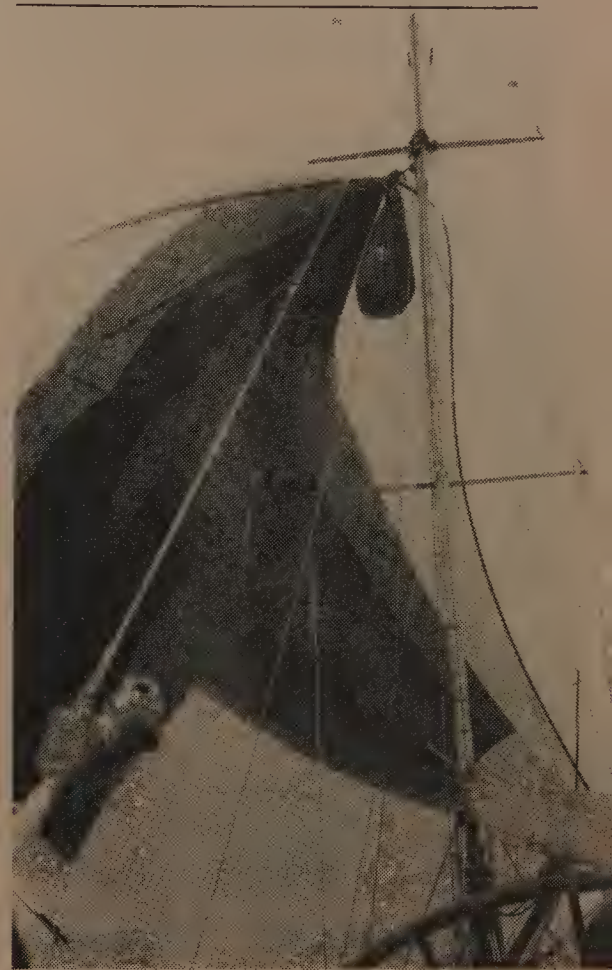
of effort being the important part of the life experience"), *Drake's Prayer* carried on with a 23rd in the middle distance race.

As compensation for the accident, *Drake's Prayer* was awarded the same finish in the first two races that she earned in the middle

'Drake's Prayer' got nailed at the Southern Cross less than an hour into the series.

IOR certificate called for 7.7 feet, which is in fact what the sail actually measured. It was the first Short knew of the "typo", a minor

A TOUGH CROSS TO BEAR



'Sidewinder's jury rig got them to the 'garden' of Eden.

The rest of the team followed suit to support *Sidewinder*, because, as Tompkins put it, "we wanted to make a strong statement, not some feeble pop-gun effort". While he thinks it may have set a dangerous precedent for international ocean racing, the show of solidarity worked. Even the hometown newspaper lambasted the CYCA's actions, labelling the incident "a knee-jerk reaction by amateur club officials wanting to run a 'squeaky clean' championship after this year's Admiral's Cup controversy".

Faced with flack from all sides — not to mention a potential lawsuit — the CYCA backpedalled in a hurry. With the U.S. team sitting at the dock, and the "international" flavor of their regatta going down the hopper, the race committee abandoned the fourth race at the starting line by firing three guns. Publicly, they said it was too rough to start the race. "That was a total smokescreen," claimed Kelso, "The CYCA prides itself on starting races in any conditions. They did it to get us back in the series."

Indeed, after some very strong apologies from the CYCA, the Americans rejoined the fray. Tompkins put the incident into perspective: "The race committee — a bunch of devoted local amateurs, not an in-

SOUTHERN CROSS CUP

ternational jury — was motivated by the right thing. Upholding the rules is essential. Every sport must have rules — can you imagine playing chess without rules? It's the interpretation of the rules that was at fault." *Sidewinder's* appeal to remove the ten



LATITUDE/RICHARD

Commodore Tompkins.

percent penalty is still up in the air.

Then, it was back to the race course. As much as we'd like to report that the U.S. team came back with a vengeance, skewering Kiwis and Aussies on the race course barbie, it wasn't to be. At the start of the next race, the last buoy race off the Sydney Heads, *Drake's Prayer* blew out her mainsail before the start. By the time they went back to the dock to retrieve a replacement they were 17 minutes late to the start. They sailed alone around the course, beating a few boats that broke down, but essentially coming in last.

The triple-weighted Sydney-Hobart Race brought only more bad news: on the third day of the race, in about 25 knots of breeze and in good size waves, *Sidewinder's* exotic rig tumbled as they beat upwind about 150 miles from the finish. Apparently, a titanium tip fitting on the third spreader (there are five if you count the jumpers) on the port side failed and the mast folded neatly in half. The crew jury-rigged a knotted 1.5 ounce spinnaker to the now low-aspect rig and sailed back downwind to the mainland. After a day and a half, the wind died. After radioing a

fishing boat and taking on 20 more gallons of fuel, *Sidewinder* ultimately made it to the town of Eden.

While the race hadn't been as rough as it can be — in 1984, 106 out of 152 starters pulled out — it was bad enough that *Sidewinder* had plenty of company in the "garden". *Highland Fling*, the hot Farr 50 from Hong Kong that was giving *Jubilation* fits, was there with a kinked mast, as was a dismasted Farr 40, a rudderless 30-footer that either hit a sunfish or a whale (depending on which story you believe), and others. With their bags in Hobart, their plane ride home from Sydney still five days away, and not much money, the depressed *Sidewinder* group — dressed only in smelly Patagonias — went to the pub and weighed their options.

Eventually, everyone split up into small groups and made their way back to Sydney. "It was a lousy way to finish a disappointing regatta," claimed Easom. The Paul Cayard driven *Jubilation* ended the series on a high note, coming in second of the Southern

both elapsed and corrected time was the maxi new aluminum Pedrick-designed *Sovereign*.

The U.S. team, with little to celebrate, left the post-race festivities in Hobart rather quickly after finishing the series. *Sidewinder* will be shipped to San Diego, where she will be outfitted with her third mast in less than a year. *Sidewinder* owner and U.S. team captain Randy Short, remained optimistic despite their less than stellar performance: "We weren't as bad as the results indicate. On the whole it was fun, and I hope we can send a team Down Under for all the Southern Crosses in the future." *Jubilation* will do some races in Australia until August's Kenwood Cup, the next stop on the bucks-up circuit.

For the U.S. team at the 11th Southern Cross Cup, it had been a rough ride, both on and off the water. But you can't win them all, we suppose, or yacht racing would be a pretty dull sport.

Besides, as Drake put it some four hundred years ago, it's the continuity of the effort that's the important thing. Come to

1987 Southern Cross Cup Team Results

Country	Boats	Points
1. Australia	<i>Joint Venture / Madeline's Daughter / Sagacious V</i>	693
2. New Zealand	<i>Fair Share / Mad Max / Swuzzlebubble Six</i>	619
3. New South Wales	<i>Another Concubine / Beyond Thunderdome / Sovereign</i>	531
4. Hong Kong	<i>Bimblegumbie / Highland Fling / Switchblade</i>	513
5. USA	<i>Drake's Prayer / Jubilation / Sidewinder</i>	465
6. Victoria	<i>Once A Jolly Swagman / Ronstan Challenge / Striproll-Geelong</i>	402
7. Western Australia	<i>Prime Factor / Prime Minister / Venture One</i>	391
8. Queensland	<i>SeQUESTA / Sellars Queensland Maid / Witchcraft II</i>	366
9. Southern Australia	<i>More War Games / Renegade / Short Circuit</i>	221
10. Tasmania	<i>Intrigue / L.J. Hooker / Otago</i>	216
11. Papua New Guinea	<i>Di Hard / Indigo / Sagacious IV</i>	107

Individual Yacht Results

Boat Name	Boat Type	Team	Points
1. <i>Madeline's Daughter</i>	Farr 44	Australia	257
2. <i>Sagacious V</i>	Farr One Ton	Australia	252
3. <i>Fair Share</i>	Farr One Ton	New Zealand	240
4. <i>Mad Max</i>	Davidson One Ton	New Zealand	236
5. <i>Jubilation</i>	Frers 54	USA	213
6. <i>Beyond Thunderdome</i>	Davidson One Ton	New South Wales	199
7. <i>Ronstan Challenge</i>	Dubois One Ton	Victoria	188
8. <i>Joint Venture</i>	Dubois One Ton	Australia	184
9. <i>Switchblade</i>	Farr 43	Hong Kong	183
10. <i>Bimblegumbie</i>	Dubois 44	Hong Kong	175
17. <i>Sidewinder</i>	Reichell/Pugh 45	USA	147
23. <i>Drake's Prayer</i>	Farr 43	USA	105

Cross boats in the long race. *Drake's Prayer* did respectably with a 16th. "It wasn't until the last 30 miles of the series, when we were going up the Derwent, that we started to figure out how to make the boat go," allowed Tompkins. The overall winner on

think of it, Crosby, Stills and Nash also had a hit song called "Carry On" — an apt sentiment for the U.S. team. In the rarified world of international grand prix yacht racing, there's always next time.

— latitude — rkm

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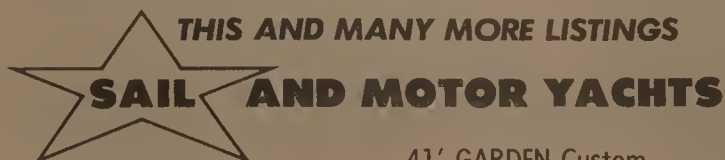
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MISFITS IN MEXICO:

The conversation over cocktails on *Spriti* with Jerry and Shari had worked its way around to the following day's chores. Before any of us had realized what happened, an informal co-op was born and a joint excursion into town was planned. We'd

jacket muffler for *Misfit's* exhaust system," I concluded, ignoring the sarcasm dripping from their remark.



Special on skinned cow heads: buy three, get the next one free.

pool our errands, go ashore in *Misfit's* dinghy, then split off and accomplish everything we needed to do with plenty of beach time to spare. With our ingenious plan of attack we were ready to take Zihuatanejo by storm.

One hundred and fifty miles north of Acapulco, the small old fishing village of Zihuatanejo is the favorite port of many Mexico cruisers.

"Okay," I said as we approached the mole, "Karen, you're going to the post office and *mercado*. Shari, you'll make the phone call and exchange dollars for pesos at the bank. And Jerry, you're in charge of the ice

The announcement of my choice had my companions in such fits of laughter that we were barely able to beach the dinghy without mishap. As I locked the dinghy to the pier, I gave them a silencing look:

"Even though I've already gone for it twice without success, I have faith that this third time will be a charm. The first time I was lucky to have even found a place with welding equipment."

Looking properly chastized, everyone set off on their appointed errands while I secretly hoped my faith wasn't misplaced. It certainly wasn't a sure thing.

Most of the muffler and auto repair places I'd visited two days previously had been closed for the Christmas holidays — which seem to encompass virtually the entire



The Corona-mobile comes right down to the mole.

and pier."

"Aye, aye Captain Tim," they quipped.

"And I'll go try to pick up the new water-

month of December! But then the taxi had taken me to a little shack off the highway that was open and had the necessary equipment: an acetalyn torch and an arc welder lying on a cluttered bench.

Four or five properly grimy teenagers were



beating on and crawling in, under and around an assortment of cars and trucks in various stages of disrepair. The eldest approached me and looked at my muffler, the bottom of which had rusted through on the last leg from Manzanillo. The hole in the muffler meant enough water was leaking in the bilge that it had to be pumped every half hour.

The Mexican examining the muffler said something in Spanish that I didn't understand and I reciprocated by saying something in English that he didn't understand. So we both just stared at the muffler wondering what to do next.

Through sign language I finally explained to him that I wanted the rotten bottom replaced. He smiled. I smiled. He then picked up the torch and shook his head: "*Manana*," he said. Although I'd only been in Mexico a short time, I didn't need *that* word — or any of its many connotations — translated. I dropped off the muffler and called it a day.

When I returned the following morning, I found that the bottom had been cut off



KAREN MUNRO

The tres amigos have a mini-fiesta . . .

the muffler. My *amigo* had come over and solemnly pointed to some areas on the side of the muffler that had also rusted through. It was clear that 12 years of hard use were about the limit for that particular part. It was time for a new one.

Surveying the pile of scrap metal that had been gathered together for my inspection, I tried to imagine if it would be possible for them to fabricate a suitable replacement. Unfortunately, the welder was out again. Did this guy ever work? It was decided that another *manana* was in order.

But luck was with me. As I was crossing the street in search of a taxi, a hot-rod pulled into the rutted driveway and a young Mexican in designer jeans, a white shirt, gold chains and red-rimmed sunglasses hopped out. My *amigo* came running after me. The young fellow could be none other than the welder! Judging from the flashy clothes, I figured he must be good at what he does.

So once again I had the opportunity to try to explain what I needed; this time to Andres, the welder. He didn't speak English

either, but with a little persistence and the use of psuedo Spanish words such as "exact-amundo", I thought I had made him understand the importance of duplicating the design of the old muffler with precision.

"No problema," Andres responded, using

such certainty that I felt confident the real meaning was 'yes'. We agreed upon a price of 120,000 pesos. That sounds like a lot of money; indeed, ten years ago it would have been about \$60,000 U.S. But with the devaluation of the *peso*, it was a very reasonable \$60.

"*Manana*," he said.

"*Manana*," I agreed with just a trace of sarcasm.

So, today I figured I'd show up for my third visit — with my camera and a couple of cold six paks — equipped for anything. The confidence I had displayed earlier in the morning had mostly been for show. I didn't really believe the muffler would be completed when I arrived. I figured the beers might lubricate the work force — in that peculiar Mexican way — into swifter action. Mexicans get things done the fastest if you don't pressure them. And, the beers would come in handy helping me pass the time until the part was done.

When I arrived I saw the same grimy kids as well as a couple of older Mexican men standing in a circle looking at something. I walked up to see what was so interesting. To my astonishment, there was Andres, barely recognizable in his suitably greasy work clothes, painting my old muffler!

I started to protest when I suddenly noticed my old muffler was in a nearby slag heap. He was painting a new one. I couldn't believe it, they were exactly the same. Every measurement, every detail. Andres turned to me and gave me one of the biggest smiles I have ever seen. I must have been doing the

. . . Jerry started his mini-fiesta early.



the phrase that loosely translates to mean 'yes', 'no', 'maybe', 'I'll give it a try', 'if God wills it', etc. But the welder responded with

same, for pretty soon everybody was smiling. I whipped out the two six-paks and our mini-fiesta began.

MISFITS IN MEXICO:

We drank, we laughed, we took some photos, and we drank some more. By the time I'd paid Andres and the beer was gone,



The iceman cometh at 0700.

we were the best of friends. He offered me a ride back to town. Since the only difference with the new muffler was that it seemed to weigh twice as much as the old one, I quickly accepted his offer.

When Andres peeled onto the highway spewing dirt and gravel, I knew I was in for a ride! We were soon doing 90 mph on the two lane road, weaving in and out of traffic. As we screeched through the narrow streets of Z-town, Andres sounded his horn exuberantly at every turn, scattering dogs and children. Periodically, he would slow along the way to stick his head out the window and chat with girlfriends, amigos and potential clients. Having never felt so accepted or so comfortable anywhere in Mexico before, I was in heaven!

When we pulled up on the mole I searched for my co-op companions. Looking down at the dinghy I saw only Jerry; he was asleep in the inflatable with one hand over the side loosely clutching an empty bottle of Corona. Just then Karen came walking up, struggling with the two canvas bags we usually use for ice, packed with groceries. She looked hot and frustrated.

ALL PHOTOS TIM STAPLETON/MISFIT EXCEPT AS NOTED

"Help me with this before I drop the eggs," she said as I pointed to Jerry in the dinghy. Karen grunted, smiled and shook her head. "I wonder where Shari is?"

We carried the bags down to the dinghy and were followed by Andres carrying his masterpiece. Karen eyed the muffler suspiciously. "Did they fix the old one?"

"No," I told her, "this is the new one. Not bad, eh?"

"Well," she conceded, "miracles do happen in Mexico!"

When we reached the beached dinghy we could see many empty beer bottles and a small block of ice sitting in a growing puddle. Jerry's hat was pulled over his face against the hot sun.

I kicked the inflatable causing Jerry to sluggishly raise his hat, peer at us through one eye, then lower his hat back to its previous position.

"It's about time you guys got back," he mumbled as we put down the grocery bags and I opened three more beers — handing one to Karen and another to Andres. We drank heartily to combat the heat.

"Well, how long did it take you Jerry?," I

asked, mentally calculating we'd been gone about two hours.

Jerry started to stir and with obvious effort finally sat up and yawned. "No time at all. The beer *deposito* drives a truck down to the pier for the fishermen — and so does the ice plant. The only problem I had was getting the 50 kilo block of ice into the inflatable."

"Oops," interjected Karen, "I had the ice bags."

Jerry opened another beer, handed it to me, then opened another for himself. "That's alright; I borrowed a wheel barrow off the pier. I was finished in about 20 minutes. I'd have taken the ice and beer to the boats but Tim had locked up the inflatable!"

Who'd have thought you could get anything done that fast in Mexico? It was obvious that Jerry filled in his spare time by consuming a large quantity of the beer.

"So you just drank and waited?" questioned Karen, who reached for two more beers, handing one to Andres.

The mercado at Z-town offers the best fruits and veggies around.





Un 'Co-op' erative windsurfer.

"Oh no," Jerry protested, "I had a kid watch the dink and I went looking for you. But all I could find was the public showers."

"The what?!" Karen and I asked in unison.

"*El banos publico*," Jerry answered patiently. "They're just up the street. Four hundred pesos and you get as long a shower as you want."

None of us had had a proper shower in a month. The thought of standing under an

endless stream of fresh water seemed almost too good to be true. And it was.

"But," said Jerry deflating our big sudsy bubble, "the 40 shower heads don't work, so you have to use a bowl to scoop water out of a 55 gallon drum. Still, it's fresh water — and there's lots of it!"

Karen and I were speechless with envy.

"Where's Shari?" Jerry asked, noticing her absence.

"We haven't seen her," Karen said as a new round of beers was passed around. Andres continued to sit patiently by the inflatable, admiring his handiwork with obvious pride, waiting for me to show him the boat as I had promised.

"Did you get my letter mailed?" Jerry asked Karen. Her response began with an exasperated groan.

"Mailing your letter was no problem — finding the Post Office was the real challenge," she said. "Some enterprising merchant had expanded his shop space by hanging dresses and blouses from the eaves of the thatched roof hanging in front of the little white stucco building I'd been told to look for — camouflaging it so well that I must have walked past it three times!"

Karen whiped the perspiration from her brow, took another swallow of her beer, and continued. "The postman took your letter, but when he saw our completed postcards he started shaking his head and clicking his tongue. Then he started laughing. He finally handed over the stamps, 750 pesos a card!!!"

"Ouch!!!" Jerry and I said simultaneously while Andres grinned uncomprehendingly.

"Wait," cautioned Karen, "it gets worse. He gave me four stamps for each card. When I looked at the neat little space for one stamp, I understood his amusement and had to laugh, too. But I guess they're used to wordy tourists 'cause he picked up a card and a set of stamps and arranged the stamps in an overlapping manner so that just the peso values showed. When he ran out of room, he stuck the rest of the stamps on the front!"

"Oh oh," I said, knowing Karen had carefully selected the postcards that had the best photographs.

"That's alright," she said philosophically, "the stamps are better looking than the postcards anyhow."

There was a pause while we all opened fresh beers and looked around hopefully for a sign of Shari. Andres motioned eagerly to the muffler and then toward the boat. But we



You touch my Maria and I'll filet you, too.

had to wait for the last member of our co-op.

"Well it looks like your trip to the mercado was a success," Jerry said eyeing the overflowing bags.

"No trouble finding it, Karen?" I asked.

"No, no problem," Karen replied. "I just walked in the direction that all the people carrying little plastic bags full of food were coming from. My nose directed me the rest of the way."

We'd all experienced the overpowering smell of mercados and looked at each other with knowing grimaces.

"The mercado has everything; kitchen supplies, souvenirs, socks, food, nail polish — you name it! And I've never seen so much fresh produce. One Indian woman had a pile of neatly stacked tomatoes and a few fresh herbs. Next to her were tables and tables stacked neatly with every fruit and vegetable imaginable, obviously belonging to a more ambitious vender. I guess they bring whatever they have."

"With so much competition, the bargaining must have been fierce," I said.

Karen shrugged. "All I heard was *cuanto*? If the buyer thought the price was too high he or she would simply walk away. If the

MISFITS IN MEXICO:

price was right they would hand over the appropriate pesos."

"I decided," she continued, "that I'd buy



Larga Distancia means larga problemas for long distance phone calls.

something from the woman with the tomatoes and herbs. When she asked for 500 pesos I handed her a 1000 peso bill. She eyed it disparagingly and handed it back. She pointed at a corner where a small piece of the bill had been ripped away — then she folded her arms across her chest and looked at me as though I'd tried to cheat her!"

Andres had picked up on the talk about pesos and was looking at us quizically. So we had Karen ask him to explain the strange exchange. She interpreted his answer to roughly mean that 1000 pesos was a lot to that woman and if someone else should refuse to accept the 1000 peso bill from her, she'd have nothing. Such a sobering thought called for another round of beers.

"Did you get everything you wanted though?" Jerry asked.

"Yeah, it looks like an awful lot of stuff," I added.

Karen looked embarrassed. "It all looked so good," she began defensively. "It's mostly fruits and vegetables. I'm afraid the meat counters were just too much for me. They had thin strips of meat hanging from strings, along with goat hooves and cow heads displayed with pride. And they kept bumping into me with bloody wheelbarrows!"

We nodded sympathetically at Karen's stricken expression and gave her encouraging looks.

"The fish tables didn't look as alien," she continued, "but the smell and the hot air

weren't too inviting."

"Maybe you should go earlier in the day next time," Jerry offered.

"Maybe you should go next time," Karen cleverly countered.

"I did buy some chicken, but I think I in-

sulted them when I refused to take the feet. Anyway, you're lucky I got anything at all! If I had seen the iguanas on my way in, I might have turned around right then and there!"

"Iguanas?!" Jerry and I cried. Andres merely grinned.

Karen looked smug — you could tell she'd been saving the best for last.

"That's right, iguanas. Live iguanas. Their legs have been broken and tied to their backs with string so they don't run around and get stepped on!"

Andres broke out laughing at our stunned expressions. "*Muy bueno*," he said rubbing his stomach.

We looked at Karen with renewed respect, glad that we hadn't drawn the market job. We selected another round of fresh beers from the dwindling pile and Andres, once again, eagerly motioned toward the boat. Just then Shari appeared in the distance, sweaty and wraithful. Seeing us sipping beers didn't do much to improve her attitude. After introducing her to Andres, we quickly attempted to pacify her with a cool



bribe.

"Now simmer down and tells us all about it," Jerry instructed.

Shari nearly drained her beer before beginning her tale. She looked the better for it.

"I thought I had drawn the best part of the deal," she admitted, "but it took me the longest." We grunted and exchanged suffering looks.

"I found *larga distancia*, and gave the number I wanted with instructions to the operator to make it collect. In response to the operator's nod I sat down in a chair. Then I waited and waited. And waited and waited. Half the town must have gotten calls put through on one of the four phones before I realized that the operator still hadn't placed mine."

"Didn't you say anything?" I asked.

"No, I just kept giving her pleading looks and smiled a lot. I know Mexicans are more helpful if you don't pressure them."

"How long did you hold out?" was

Zihuatanejo's Golden Gate Bridge.



Resting after a long day of co-opping.

Karen's question.

"After an hour and a half . . ." Shari began, only to be interrupted by our outburst:

"An hour and a half!"

Andres swung his head back and forth looking at each of us, wondering what had set us off this time.

Shari nodded with exaggerated exhaustion and continued; "After an hour and a half I began to suspect that I was being purposefully overlooked. I asked the operator if it would be quicker if I called direct rather than making a collect call. She smiled and said, 'si, mas rapido', and I immediately placed a direct call. I knew I had been had."

"How did you ever last an hour and a half?" Karen asked sympathetically.

"Well," Shari began hesitatingly, "they also sell ice cream at *larga distancia*."

Ice cream is the cruiser's cure all, remedying heat-fatigue, sugar cravings, homesickness — you name it. Shari's show of patience suddenly became all the more understandable.

"So how about the bank," Jerry wanted to know, "did you get more money changed to pesos?"

"Looks like we need another round of beers," I interrupted. There were no objections so I passed them out as Shari continued with her saga.

"When I got to the bank, the line for money exchanges was backed up all the way to the door."

"Did you make it before they stopped ex-

changing?" Jerry asked with concern, worriedly looking at the freshly depleted beer supply.

"Yes, there was still another hour left in the 9 to 12 period for currency exchange. But," she said pausing to let everyone anxiously survey the telltale number of empties floating in the last of the melting ice . . .

"But what?" we demanded nervously. Even Andres watched intently, sensing our distress.

It came out in a rush. "They ran out of pesos!"

"What!!" we hollered.

Shari took a deep breath and tried again. "They ran out of pesos. They shut the window and said 'adios'."

We turned to Andres as though he had the ability to explain every Mexican idiosyncrasy. He eyed us nervously, wondering if he'd done something wrong.

"Andres," Karen demanded in broken Spanish, "how can the bank run out of pesos?"

Andres thought for a moment; his eventual response was translated to mean that since the rate of exchange has gotten so high, everyone wants pesos and the banks simply run out of their daily quota. The full significance hit home when we realized that we'd run out of both beer and pesos.

We glumly surveyed the results of our hard day's provisioning as it lay among the residue of the long-gone ice.

"Oh well," I decided cheerily, "I guess that means it's siesta time."

Things certainly could have been worse. A year before I would have been in California struggling to meet my monthly sales quota. A siesta was a much more pleasant prospect.

— tim stapleton

THREE BRIDGE

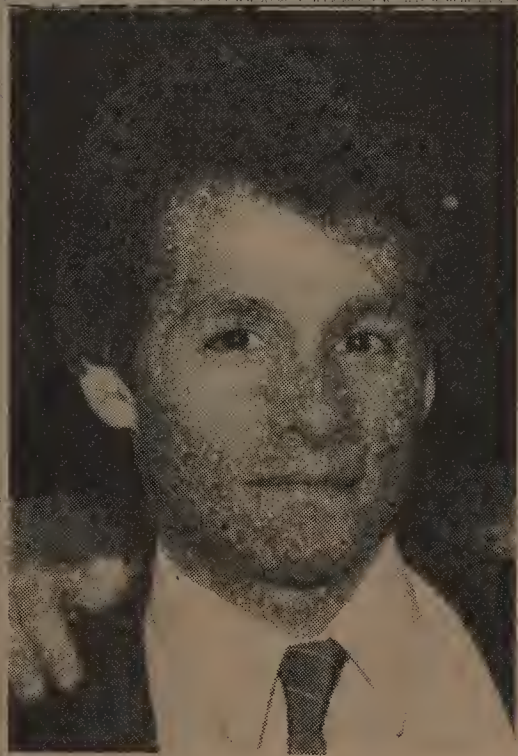
Dave Wilhite almost didn't make the Three Bridge Fiasco Race on Saturday, January 23. He was out practicing on *Sundance*, a borrowed Santa Cruz 27, on Friday afternoon — when all of a sudden, he was intercepted by the authorities near Treasure Island. Naturally, he couldn't find

let Dave go. They went back to war games, and he went back to practicing — though giving T.I. a wide berth. Unruffled, he sailed to a second in division the next day.

Ordinarily, such bizarre occurrences might merit more attention, but for this race, nothing surprises us any more. The Three Bridge Fiasco has to be the best-named race in saildom. Ask anybody — race committee, racers, even photographers.

To begin with, the race is limited to either singlehanders or doublehanders. That alone sounds like a fiasco looking for a place to happen, especially in any breeze. (Although, if the truth be known, most of these guys can perform maneuvers shorthanded that many fully crewed boats have yet to master.) Then

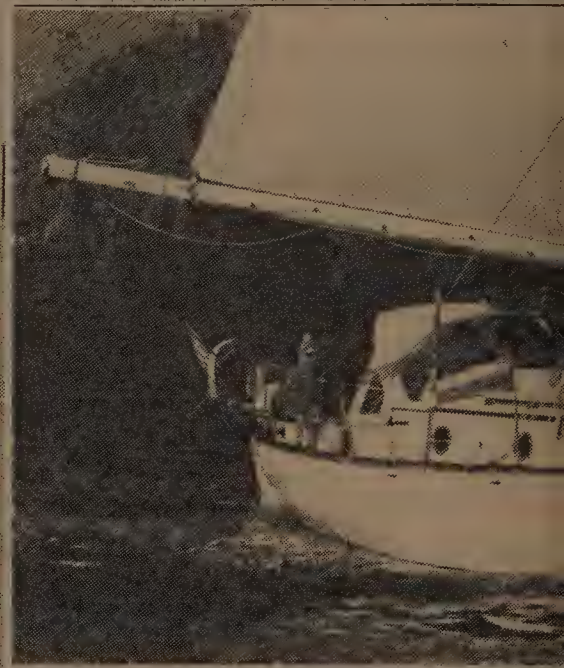
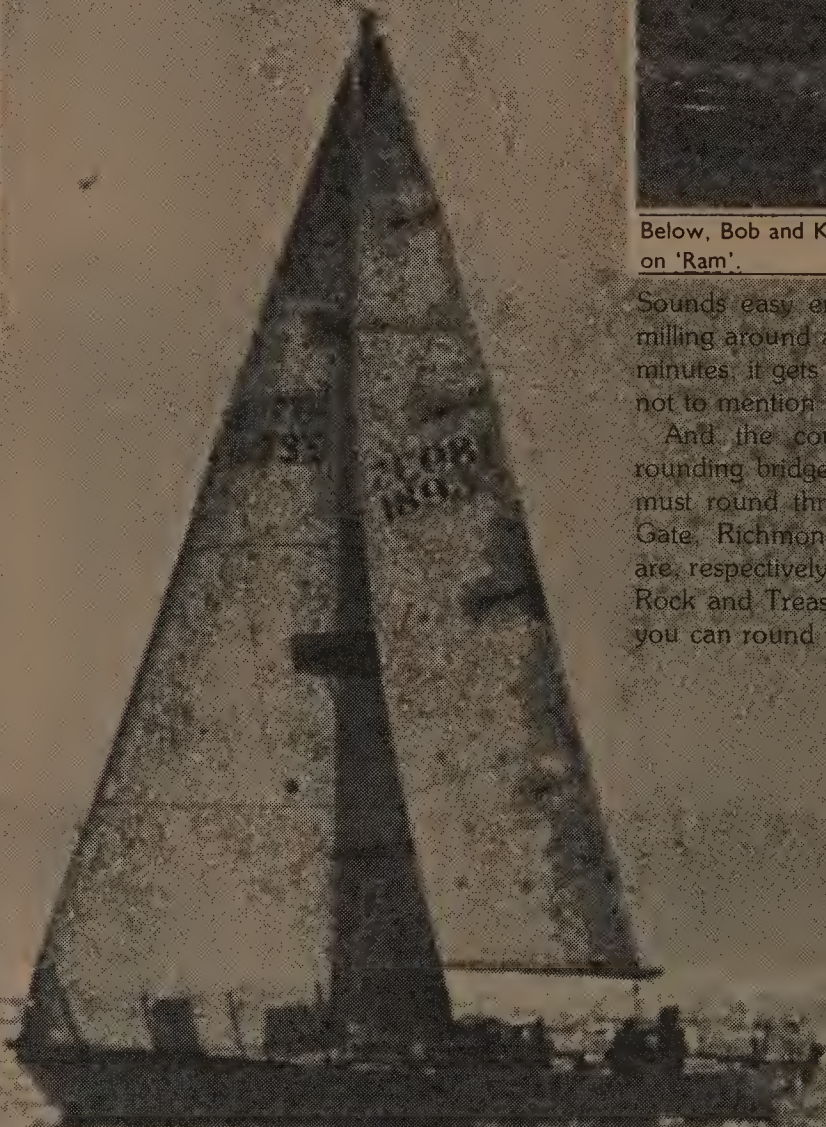
there's the reverse handicap start. That means the handicap is built into the start rather than figured out at the finish, so the first boat over the finish line is the winner.



Bruce Schwab

the boat's papers, which seemed moot at the time since the registration was two years out of date anyway. But the authorities didn't care about no stinking papers. Seems they were conducting anti-terrorist training on T.I., and they were sure Dave had dropped off two scuba-diving saboteurs.

A call, actually several calls, to the owner finally cleared things up, and the bluecoats



Below, Bob and Kimberly Milligan looking for wind on 'Ram'.

Sounds easy enough, but with everybody milling around and boats starting every few minutes, it gets pretty crazy for participants, not to mention the race committee.

And the course! Rather than actually rounding bridge pilings, Fiasco participants must round three marks near the Golden Gate, Richmond and Bay Bridges. These are, respectively, the Crissy Field buoy, Red Rock and Treasure Island. Once you start, you can round the marks in any order you

like. That means racers often go every which way after the start, which makes covering the fiasco a photographer's nightmare.



Above, Joe Colletto and 'Chae Mi' leave Red Rock behind.

time — is that it's a blast to sail. Sure it's crazy, yeah it's shorthanded, so who cares about the photographers — this race is pure fun from the word go. In fact, when it became readily apparent that deadlines were going to keep *Latitude's* fearless leader from going, he was bummed for days. It's the first time he missed the race in years.

The race is especially popular for couples. And husband/wife, girl/boyfriend teams accounted for many of the 56 doublehanded entries. Only 24 sailors elected to go it alone.

The boats that did the best this year went Crissy, Red Rock and T.I., in that order. That way, the both the flood and the wind worked in their favor. In fact, the only place there was consistent wind all day was up around Red Rock. Both the main Bay, and especially below Treasure Island, there were long periods of no wind whatsoever. Many of the boats that gambled and went there first ended up DNFing.

Among singlehanders, Bruce Schwab sailing *Svendle* took an early lead and never relinquished it. Bruce, a big fan both of shorthanding and long, narrow boats, always does well on singlehanded races, and this time was no exception. He even beat the multihulls, taking first to finish at 3:00:55.

The rest of the fleet trickled in through the day, with many doublehanders finishing in large clumps. The race committee is still reviewing video tapes to see who was in front of who. And a few people are again wondering out loud why there aren't more laid-back fun races like this through the year.

We often wonder the same thing ourselves.

— latitude — jr

SINGLEHANDERS

DIVISION I — 1) *Sundowner*, Buccaneer 33, Joe Therriault; 2) *Defiance*, Cross 32, Bill Madrau.

DIVISION II — 1) *Svendle*, Carrera 38, Bruce Schwab; 2) *Sundance*, SC27, Dave Wilhite; 3) *Bravo*, Olson 30, John Kerslake.

DIVISION III — 1) *Impression*, Beneteau 32, Patrick White; 2) *Shadowfox*, Rudigard 32, Mark Rudiger.

DIVISION IV — 1) *Impossible*, Ranger 23, Gary Kneeland; 2) *Chelonia*, Yankee 30, Ed Ruszel; 3) *Amanda*, Newport 30/II, Pat Broderick.

DOUBLEHANDERS

DIVISION I — (no doublehanded starters)

DIVISION II — 1) *Quest*, Olson 30, Chuck Von Schalscha/Charlie Witcher; 2) *Virago*, C&C, William Green/Robert Agazzi; 3) *Harp*, Catalina 38, Mike Mannix/Jim Bailey.

DIVISION III — 1) *Anna Banana*, Moore 24, James Durrett/Dave Hodges; 2) *Wiza Lass*, Tartan Ten, Leonard Jackson/Michael Jackson; 3) *Fast Lucy*, Nonsuch 36, Dave Vickland/Ted Barteomez.

DIVISION IV — 1) *Shameless*, Holder 20, Mark Echols/Margo Echols; 2) *Kamala II*, Ranger 29, Bill Keith/Lenny Eaguno; 3) *Ishi*, Peterson 1/4-ton, Bruce Pon/Jack Gill.

What attracts a bigger fleet to the Fiasco year after year — 78 boats started this



Skipper Ants Uiga (right) and crew Stu Staiger on the multi-chined 'Scoop'.

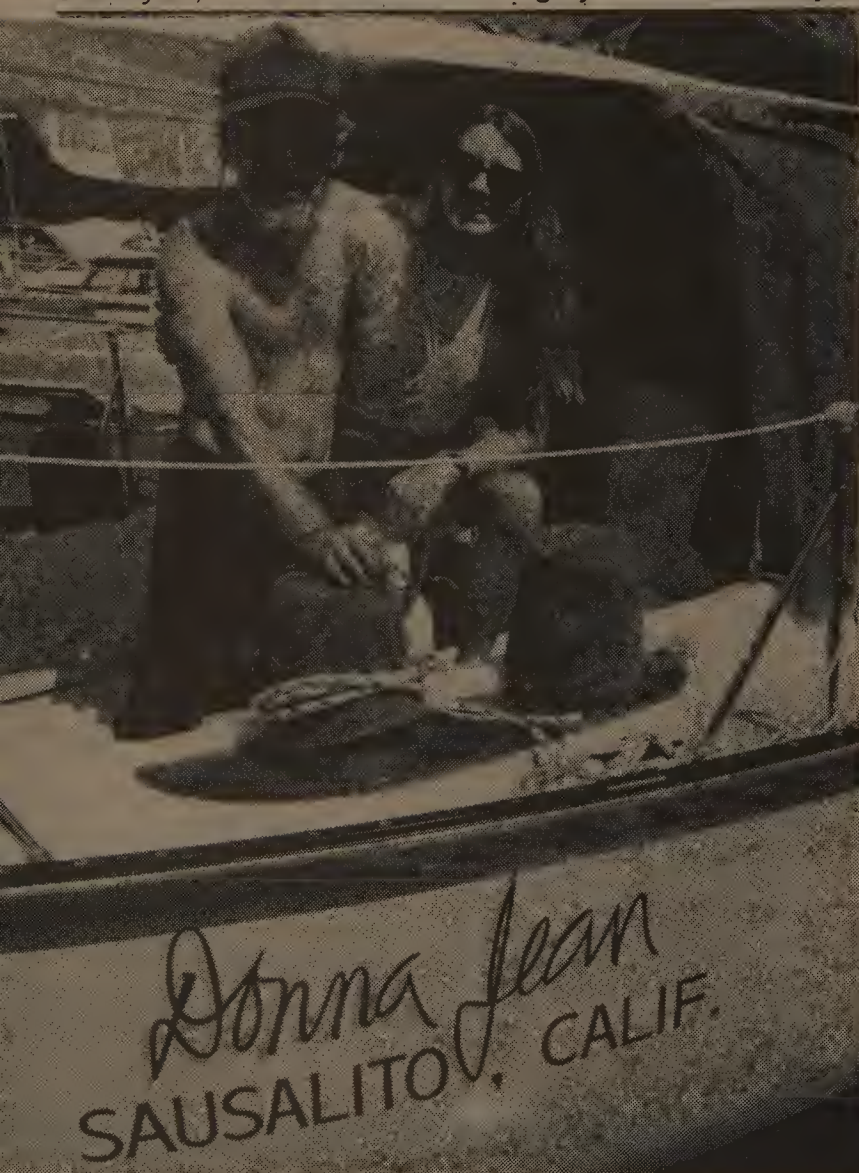
Latitude 38

Some Like

the california to mexico

Karen of Papi's Deli in Cabo San Lucas reports that 'Some Like It Hot' California to Mexico Cruiser's Rally entries have been coming in at a slightly faster pace.

In the 52-day period between November 1 and December 22, a total of 151 boats crossed the finish line at Papi's Deli for about a 3-boat-per-day average. In the 22 days between December 22 and January 14, 72 boats checked in for a slightly more than 3-boat-per-



#199, Steve Thompson and Donna Jean on a Freya 39.

day average.

The first 151 boats were listed in the January issues of *Latitude*; the subsequent 72 boats are listed below. Before the Rally is over, some 400 boats are expected to have finished the first-ever 'Some Like It Hot Rally'.

The cruising rally rules are simple: All you have to do is sail your

boat from California to Cabo San Lucas. You can stop as many times as you wish, and if you get the feeling, you can even turn on the motor. When you arrive in Cabo San Lucas, all you have to do is go to Papi's Deli, where the Cabo Net is run, and sign up.

We wouldn't think of charging an entry fee. In fact, first mate's have been getting a free ice cream cone. Captain's were supposed to get free 'Some Like It Hot' t-shirts courtesy of *Latitude*. We had 400 of them made by the end of October, unfortunately we've run into all kinds of difficulties getting all of them to Cabo San Lucas. Our apologies if you haven't gotten one. Apparently, they're hot items; someone broke into the Papi's office and stole six of them. Naughty, naughty.

West Marine Products has donated three handheld radio's, and those will be awarded soon. How do you win the 'Some Like It Hot' rally? It's a Mexican mystery known only to Karen.

A first annual 'Some Like It Hot' New Year's Eve party was held at Senor Sushi's in Cabo San Lucas. Senor Sushi did a great job and everybody had a wonderful time. A 'Some Like It Hot' buffet is scheduled for the near future; if you're in Cabo, listen to the net for details.

As best we can tell from the list, to date the record for the smallest boat making the trip is Janis Allen's Flicka 20, *Corsair*, from San Francisco. There have been a good number of boats under 30 feet, but most are in the 35 to 40-ft range.

151. Tarquin V / Reliance 37 / George Johnstone / Victoria, B.C.
152. Sea Fever / Amazon 37 / Rick Johnson / Benecia, CA
153. Reaction / Sloop / John Hall, Vancouver, B.C.
154. Iris / Crealock 34 / Noel Allen / Philadelphia
155. Antigone / 46-ft Piver Tri / Harry Abbott / San Francisco
156. Pilgrim / Overseas 41 / Mission Bay / Robert Weiner
157. Athena / Swift 33 / Herm Moore / Juneau
158. Rubaiyat / Columbia 34 / Phil Seitz / Wilmington, CA
159. Southern Star / Morgan 41 / Gary Webster / Newport Beach
160. Julie Marie II / 46-ft Varco / Brian Oltmann / Pr. Rupert, Canada
161. East Orange / Kendall 32 / Jim Wolf / Morro Bay
162. Day Late / Gulf 32 / David Schacht / Juneau
163. Gazeka II / Rawson 30 PH / Bill Cordonnier / Seattle
164. Mariceli / 44-ft Garden Ketch / Karl Wiebach / Portland
165. Nereid / Baba 30 / Gary Cufley / Juneau
166. Playwright / Fraser 41 / Tom Wright / Vancouver
167. Hamelyn / CT-37 / Radek Slesinger / Vancouver

LATITUDE/RICHARD

it Hot!

cruiser's rally

Papi's Deli

West Marine

Latitude 34

168. Hyades / Sampson C-Bird / Bob Vanderwall / Nanaimo
169. Impossible / Swan 441 / Vern Beckwith / San Francisco
170. Nacer Libre / Cascade 42 / Richard Long / Portland
171. Ono / Rawson 30 / Jerry Cummings / Ventura
172. Flamboyant / C/N 43 / Koell Dale / Honolulu
173. Jackfish / Brewer 38 / Fenton Doyle / Vancouver
174. Wind Dancer / CS 36 / John Allen / San Francisco
175. Corsair / Flicka 20 / Janis Allen / San Francisco
176. Circe / Moody 33 / Ray Korpela / Victoria
177. Rowena II / North Coast 30 / Jack Clark / Nanaimo
178. Zebrina / Irwin 38 / Bob Feldman / Marina del Rey
179. Wherever / Trimaran / Alec Hallam / Vancouver
180. Mokelume / Freeport 41 / Jim Hayward / Richmond
181. Restless Wind / Sea Wind 30 / David Fischer / Dana Point
182. Halcyon / Sloop / Roy Smith / New England
183. Intuition / Westsail 32 / Frank Butler / Santa Ana
184. Wingsong / Sampson 40 Ketch / Stan Warnuck / San Diego
185. Mollymawk / Amazon 41 / Rob / Vancouver
186. Meridian / Santa Cruz 40 / Mike Huntington / Santa Cruz
187. Wanderbird / Garden 35 Ketch / Robert Martinie / San Francisco
188. Zuby / 43-ft Cutter / Peter Wolfgang / Portland
189. Sailorr / Slocum 42 / Robert Orr / Portland
190. Safi Kabisa / Orion 27 / Dave Carlile / Seattle
191. Kau Koa / Peterson 44 / LeRoy Nelson / Long Beach
192. Hawk / 50-ft Sampson / Homer Paulson / Earth
193. Jedi / Beneteau 435 / Dean Lust / Anchorage
194. Rascal / Kettenberg 50 / Frank Mullen / Marina del Rey
195. Taisho / Lord Nelson 41 / Dick Marsh / Honolulu
196. Transition / Coronado 27 / Frank Byam / San Diego
197. Wantin' Wind / Cal 28 / Robert Hauptman / San Diego
198. Seaview / 35-ft Schooner / Jim Walker / Manhattan Beach
199. Donna Jean / Freya 39 / Steve Thompson / Sausalito
200. Minstrel / Baba 35 / John Solcombe / Seattle
201. Feeling Good / Fantasia 35 / Paul Dennis / San Francisco
202. Mary T. / Offshore 40 / Sigmund Baardsen / San Pedro
203. Mistral / Hans Christian 38 / Donn Groom / Sitka
204. Salmon Sandy / Rawson 30 / Seattle / Sam Johnston
205. Pendria / Overseas 41 / Dick Laird / Santa Barbara
206. Las Alas / Brown 40 / Tom Milliken / Dana Point
207. Milagra / Tayana 37 / Phil Olson / Coronado
208. Felix / DeVries Lentsch 40 / M. Mathis / Seattle
209. Evenstar / Vancouver 42 / Chris Kuchling / Seattle
210. Arrakis / Columbia 28 / Jeff Rzepecki / Earth

211. Elusive Butterfly / Jason 35 / Bob Ferguson / Tacoma
212. Mithril / 37-ft Brown Searunner / Jim Elfers / San Francisco
213. Elan / Fuji 35 Ketch / Ben Watkins / Ventura
214. Cold Duck / Jason 35 / Tom Pratt / Salt Lake City
215. Marlo Ana / 40-ft Marine Trader / Ron Smith / Long Beach
216. Ju Kara / Cheoy Lee 41 / Carl McIlroy / Juneau
217. Nani Akau / Mason 44 / Lenny Barad / Dana Point



LATITUDE/RICHARD

#208, the Mathis family of Seattle on their steel ketch.

218. Good Grief / 63-ft Cheoy Lee / Roger Moore / San Francisco
219. Seauk / Sloop / Bud Mueller / Anacortes
220. Maru / Trimaran / Bill Boyes / Morro Bay
221. Annie / David Pratt / 33-ft Custom Cutter / Rolling Bay, WA
222. Cat's Pajamas / 35-ft Piver / David Klug / Port San Luis
223. Quest / Pearson 36 / Bruce Synder / San Diego.

We all know that the market for used sailboats has gone through the floor. We read the classifieds every month with dismay, as we see the asking prices of boats similar to ours go lower and lower. Is it the berth shortage? The longevity of fiberglass? Is the market saturated? Is our culture changing in ways that discourage sailing? Are we helpless pawns of the economic cycles?

The truth is, unless you're currently in the process of buying or selling a boat, this issue is of very little concern. Except for one problem — I'm losing more of my regular crew every year to the clutches of "New Boat Disease". And this year, my marina has been infected with a particularly virile strain. The actual selling price of decent used boats has gone so low that every serious entry-level sailor with anything beyond a student income sees himself as a potential yacht-

oblivious to realities like berth rates, haul-out fees, insurance, the price of new sails, etc., etc. It didn't make any difference that the

and have a look at this boat!"

"Love to. Now are you going to open the gate or do I have to swim for it?"

"This is it," he said with enormous pride.

"incidental" costs would add up to more than the price of the boat every two years. Everyone he talked to seemed to agree that the price was right, the boat was sound, and that it was unquestionably a "good deal".

But for final agreement, he asked me to meet him down at the marina on a rainy Sunday morning to have a look and add my voice of approval. Not that this kid actually believed I could tell him anything new (I hadn't made him my tactician for nothing!). He really just wanted me to see first hand what he was up to, to show off his new status as a fellow yacht-owner, and to make it easier to say no the next time I called him for a race on my boat, because I would have seen his new machine with my own eyes.

I arrived at the dock a few minutes early, but recognized my crew's car in the parking lot. He was already here, but I was then faced with an all-too-familiar obstacle: the gate was locked.

"Ahoy there!" I shouted after waiting a short time to see if anyone was walking to or from the parking lot. The dock appeared deserted, but I could see through the gate that one boat had its hatch boards out.

"Ahoy there!" I repeated, "can anyone open the gate?"

Still no response. The rain was starting to fall a little thicker, and there were no signs of life anywhere on the dock or in the parking lot.

Some halyards started to clang in a fresh gust of wind. A seagull landed on top of a piling just a few feet away. We made eye contact, understanding each other perfectly. I waited another two or three minutes, then shouted again.

Finally the companionway hatch on the open boat slid forward, and a woman's head popped up and looked around. I recognized it instantly — Lee Helm, of all people.

"Max, what on earth are you doing on this side of the marina?"

"Just standing here in the rain, Lee," I answered.

"That gets old fast, Max. Come on over

Lee climbed out of the cabin and stepped onto the dock, followed by another woman.

Meanwhile, my crew appeared from around a corner way down at the far end of the dock, running towards the gate to let me in.

We all met at the gate. I introduced Lee to my tactician, and Lee introduced her friend — another graduate student at the university — to both of us.

"And she's about to become a yacht owner," Lee added, sounding like an expectant father referring to a pregnant wife.

"So you've got it too," I said sympathetically. I was tempted to put my hand on her forehead to see how high her temperature was running.

"That's great," said my crew. "We'll be dock neighbors. I'm buying that boat that's for sale at the end of the dock."

"Like, that's a totally awesome coincidence," said Lee. "Let's have a look!"

We all trudged down the dock for the inspection of my crew's imminent purchase.

"This is it," he said with enormous pride as he stopped in front of an aging, thoroughly non-descript 26-ft cruiser-racer. The boat probably hadn't moved in years — the growth on the bottom was so thick it looked as though it was grown into the berth.

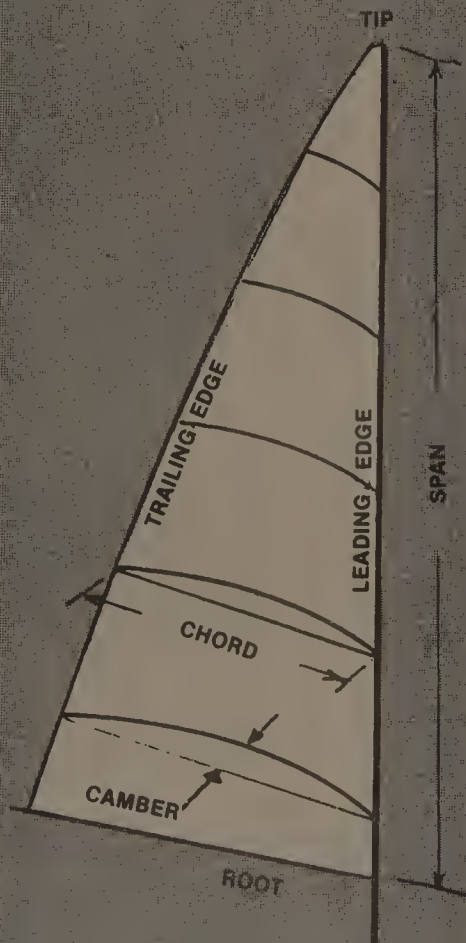
"Looks okay from here," I remarked. "Let's get out of the rain."

We piled into the cabin, while Lee gave the standing rigging a few twangs. She shook the backstay so that the whole rig started to vibrate alarmingly.

"Resonant frequency," she explained. "Better to see if you can shake something loose before you buy it."

Lee joined us down below, where we all sat around the small cabin table.

The interior was actually in excellent shape for a boat this old, although the rain showed us that the cabin trunk windows had some leaks. The berth cushions were in



AIRFOIL NOMENCLATURE

ASPECT RATIO = $\frac{\text{SPAN}}{\text{AVERAGE CHORD LENGTH}}$

owner.

One of my best regular crew recently fell victim. Blinded by The Disease, he became

nearly new condition, and a varnished wood bulkhead sported a very salty looking clock, barometer, and kerosene lamp.

"So what does it have for sails?" asked Lee's friend.

My crew ran down the inventory, explaining which sails he'd replace with new ones. I couldn't help pointing out that he had just spent well over half the price of the boat.

"Doesn't make any sense to race without the best sails," he responded. "By buying an older boat, I can afford to do it right."

"But by the time you add up new sails, berthing, bottom cleaning, new hardware, and lunches for your crew, the cost of the new boat is only a tiny fraction of the whole program."

"What Max is saying," added Lee, "is that, like, for any reasonable interest rate, the cost of the money is much less than everything else. I mean, why not take out a bigger loan and spend twice as much up front on a better boat? The actual monthly cost will only go up by maybe 10 or 20 percent."

"It's a classic case of optimizing the marginal return," explained Lee's friend, who must have been fresh from studying for an economics midterm.

"I understand all that," said the buyer. "But this will already put me at the limit of my budget. Besides, I think this boat has some interesting potential as a PHRF or even an IMS racer. I think the boat suffers from a rudder that's too small and an old-fashioned sailplan with a long boom. My plan is to modify the rudder so it's as deep as the keel, and shorten the boom by at least a third. I'll probably also move the headstay aft about two feet. Should go upwind like a rocket in heavy air, with a high aspect ratio rig."

"You're right about the full-draft rudder," remarked Lee. "But shortening the chord length won't buy you anything at all."

"Seems to me that a high aspect ratio rig has to be able to point a lot higher," insisted my crew. "Everything I read about airfoils says that the tip vortex is the major source of induced drag."

He looked over at me, as if I could arbitrate the disagreement. Actually, I was completely lost from the first mention of the word "aspect ratio".

"Okay," said Lee. "Induced drag is function of vortex shedding, right?"

"Right."

"And vortex shedding is caused by a non-uniform spanwise lift distribution."

"I'll buy that," he nodded.

"So it's like really the lift distribution, not the aspect ratio, that does it. In heavy air, the lift on the sails is determined more by ballast and hull form than by sail area. So your smaller sails will end up operating at a higher angle of attack, produce the same lift, and pretty much the same drag."

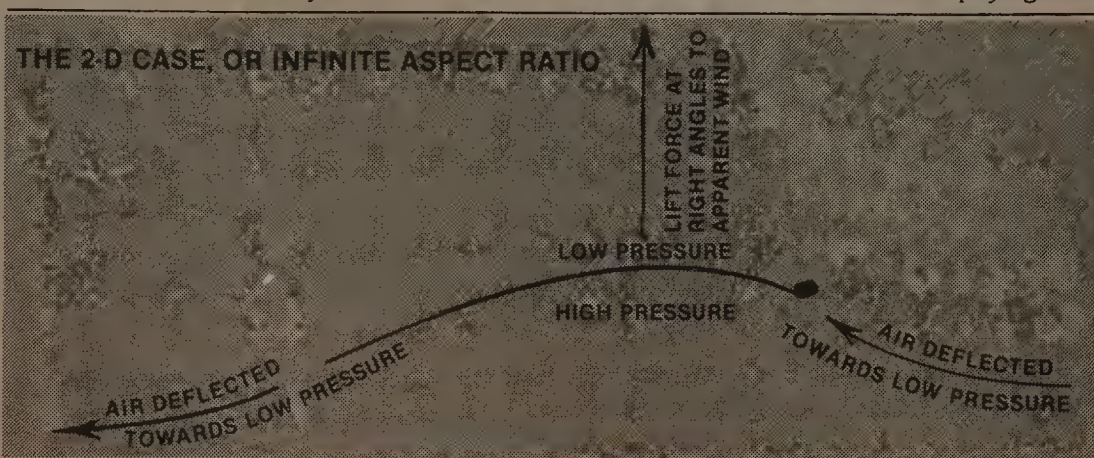
He looked skeptical. I was thoroughly baffled.

"Could you explain that in less technical terms?" I asked cautiously.

leading edge to the trailing edge. So chord varies along the span — from the boom length at the root, to the headboard length at the tip. Camber is what we call draft, and aspect ratio is the ratio of span to average chord length."

"That makes it all perfectly clear," I said facetiously. But Lee kept right on going.

"This is a sketch of a section through a sail," she explained as she drew a curved line on the back of the chart. "There's low pressure on one side, higher pressure on the other. As air approaches, it naturally bends towards the low pressure area." She paused for a second to see if we were paying atten-



"For sure, Max. Let's define some terminology . . ."

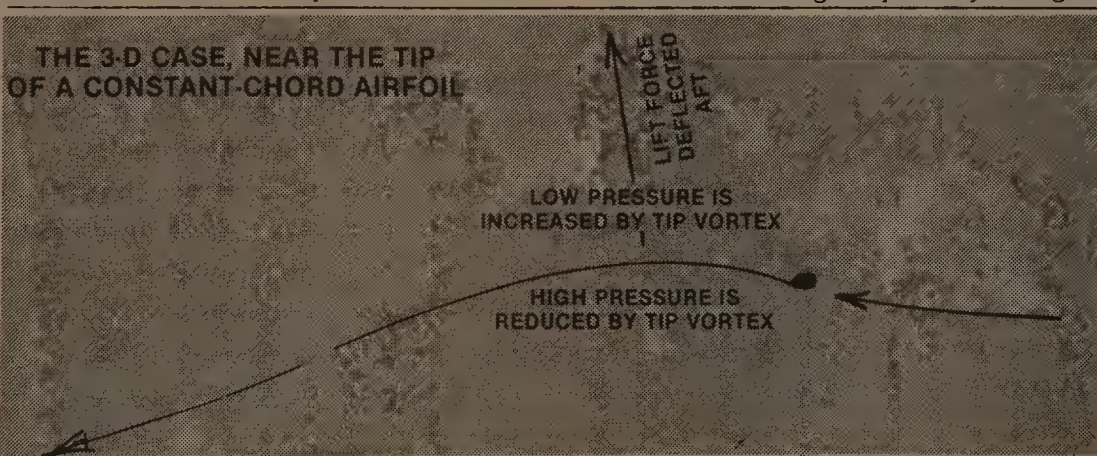
She looked around for something to sketch on, finding an old chart on one of the cabin shelves.

"January 1979," she read from the chart's lower left corner, and spread it out face

tion. "When the air leaves the trailing edge, it also bends towards the low pressure side. So the flow around a sail looks like this, with 'upwash' in front, and 'downwash' in back."

We nodded. It seemed reasonable enough so far.

"Now here's the good part: If you neglect



down on the cabin table.

"Most of the terminology makes far more sense for airplane wings," she said as she started to sketch a sailplan, "so you have to think sideways until you're used to the jargon."

"Span," she explained, "is the distance from the deck to the masthead, corresponding to the wing span of a plane. The leading edge is the luff, and the trailing edge is the leech. Chord, or chord length, is the straight-line fore-and-aft distance from the

frictional resistance, and if you only consider two-dimensional flow . . ."

I must have looked confused again, because she elaborated.

"That is, if the aspect ratio is infinite and the cross section is constant, so that air flow is always in the plane of the paper. It's easy to prove that the only force generated is lift, which acts at right angles to the direction of undisturbed flow. I mean, lift is always at 90 degrees from the direction of the apparent wind, and for 2-D, frictionless flow there's



On a schooner, the downwash angle of unwashed foremast deduces the lift trim — or something like that.

no drag."

That seemed a little shaky, but the last thing I wanted Lee to do was to stop and "explain" it.

"In three dimensions, the airfoil has a tip. And near the tip, or really all along the leech of a triangular sail, air is spilling over from the high-pressure side to the low-pressure side. When the air approaches the sail it doesn't deflect as much. So upwash is reduced. Also, the exhaust off the leech of the sail isn't deflected back as much, so downwash is actually increased. The net effect is, like, as if the apparent wind was coming from a slightly more leeward direction — like the boat is sailing in a total header! So the lift force is deflected back by that angle, which is the same as adding drag."

Lee leaned back against the backrest, satisfied that she had helped enlighten us about the laws of nature. I began to feel a disturbing dampness in my bottom, the inevitable result of sitting down on a wet berth cushion.

"Didn't you just prove that a higher aspect ratio is more efficient," asked my tactician, "because the area of induced drag is only at the tip?"

"For sure," Lee responded, "if the angle of attack and camber are the same. But remember that the spilling of air from high to low pressure sides, or the formation of the 'tip vortex', takes place all along the leech.

The strength of this trailing vortex sheet, as they call it, depends on the distribution of lift. In your case, making the boom shorter but generating the same amount of lift won't really change anything. For a given amount of lift, you need to make the mast taller if you want to reduce induced drag."

He was visibly disappointed.

"Why do you think the very low aspect ratio boats, like Birds and Golden Gates, can still go okay to weather in heavy air?" she asked rhetorically. "It's because those big sails are trimmed very flat and kept lightly loaded for their area. It's the lift and lift distribution per foot of span that makes the difference."

"What about a ketch or even a schooner? With two high-aspect sails, the lift generated per foot of mast is only half what it would be with a sloop."

"Sorry. Think about the flow coming off the back of the forward mast. The downwash angle of the first rig subtracts from the upwash into the aft rig. So the induced

machine. Why don't you wait until you can afford something a little more up-to-date?"

"I also want to do some cruising," he confessed. "This boat may be old, but there's a lot of boat here for the money."

No one could argue with that. But my pants were definitely soaking up a large puddle of rainwater, so I suggested we go back up on deck and have a closer look at the rigging.

"Let's take it out for a sail!" said Lee's friend as soon as we noticed that the rain had stopped.

"We'll need an underwater chainsaw to get it out of the berth," observed Lee, gesturing towards the underwater jungle growing on the hull.

"I'm going to open a sushi bar right after the first haul-out," joked my crew.

"That gives me an idea," Lee thought out loud. "If you could get all the barnacles to like, wave their tentacles in the same direction at the same time . . ."

"Sorry, Lee. Barnacle propulsion is illegal according to the new racing rules."

After poking around the rig a little more (Lee insisted on pulling out all the cotter pins to make sure none of the turnbuckles were frozen), I reluctantly gave the boat my stamp of approval. The boat was as good as his already, as far as the prospective owner was concerned. Poor kid, never knew what hit him. When the sky started to drizzle again, I decided it was time to leave. I even declined the invitation to inspect Lee's friend's new boat down at the other end of the dock.

As I approached the gangway, I noticed a young couple standing just outside the gate, looking wet and uncomfortable. But when I got closer I could see that they had very strange, almost detached expressions on their faces. Their eyes were peculiarly glassy, and didn't seem to focus on me as I approached — they were staring off into the distance even as they spoke to me.

"In three dimensions, the airfoil has a tip."

drag will add up to the same thing anyway, unless the two masts can be really, really far apart."

"Lee's right," I added, thinking of a new strategy to hold on to my crew for another season. "There's no way you can ever transform this boat into a high-tech racing

"Thanks for opening the gate," they said as I walked past. "We're here to look at a boat that's for sale."

I suppose it's a good thing that entry-level sailors can now get into yacht ownership so easily. But what am I going to do for crew?

— max ebb

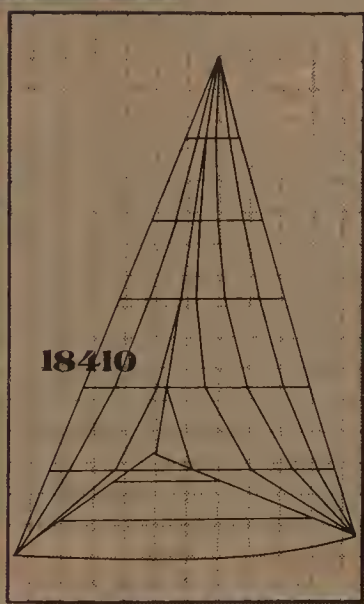
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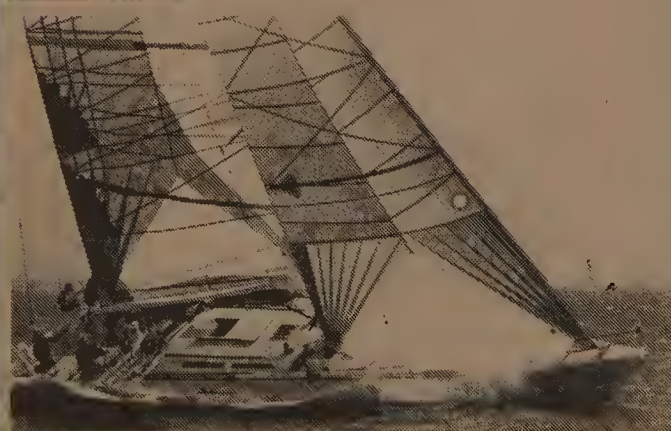
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THE RACING

Things were a bit slow on the local racing scene this month, so we amused ourselves by tracking down information on the **SORC**, the **Maxi World Tour**, the upcoming **Manzanillo** sleighride, and the **Yachting Pro/Am 1988** event. On the Olympic trail, we checked in with **Russ Silvestri** and **John Kostecki**. In addition to the usual **Midwinter Results** and **Race Notes**, you'll find short pieces on **The Master Mariners Kick-Off Race**, and **Susie Madrigali** at the **Adams Cup**.

Silvestri Announces Seminars

Olympic Finn hopeful Russ Silvestri will conduct two weekend racing seminars in April for Bay Area youths. "I had some good instructors when I was a junior sailor; now it's my chance to give something back to the sport," said the 26-year-old Tiburon resident. Russ is lining up corporate sponsors for his seminars and hopes that the exposure generated out of the weekends will help fund, either directly or indirectly, his

homegrown talents. In fact, along with Soling ace John Kostecki, we figure Silvestri's the best bet for bringing an Olympic medal back to the area.

Silvestri, currently the number two ranked Finn sailor in the country, left the Bay Area for Brazil in late January to attend the Finn Worlds on February 4-10. He and his Bay Area training partner Tony O'Brien will face a fleet of 80 to 100 of the planet's best Finn sailors, including top ranked U.S. Finn sailor Brian Ledbetter of San Diego. "The Worlds are a different game than the Olympics, where there'll only be about 30 boats. It's apples and oranges, but if you're not in the top ten at the Worlds you're probably not on the Olympic pace," said Russ.

Silvestri's Finn schedule will have him out of town more often than not in the next few months, but if you're interested in learning more about his seminars or possibly making a campaign contribution, you can leave a message for him at (415) 435-2210. The Olympics trials for Finns will be held on July 1-15 back in Marblehead, Massachusetts. After that, it's on to the Olympic Games in Pusan on September 17-28.

The Leadmine Lowdown

Good news, sports fans. The "real" maxi's — i.e., the heavy displacement IOR 70 raters, not the sleds — are returning en masse to the West Coast this year after a four year hiatus. The 1988 schedule of the International Class A Owners Association (ICAOA, which looks a bad Scrabble hand or a typo involving the head of the Chrysler Corporation) calls for the globe-girdling behemoths to skip the SORC in favor of holding their own regatta in St. Thomas (Virgin Islands) between March 18-26. Then, in August the maxi's will grace the Kenwood Cup — minus the Hate-the-State Race, which they've apparently decided will not count towards their 1988 championship — followed by the Big Boat Series in September.



Olympic Finn contender Russ Silvestri.

Olympic campaign.

The first seminar will occur on April 8-9 at St. Francis YC. It's an advanced racing clinic for older kids and will be held in Lasers and Laser II's. The second, on April 23-24, will be for beginners. That one will be held on the Richmond Riviera in El Toros. Each seminar promises to be a unique opportunity to learn racing from one of the Bay's most successful



There's also talk of adding one or two more events in Southern California to the schedule: Long Beach Race Week (or a regatta like it) before the Kenwood Cup and/or a Cal Cup-type regatta in Marina del Rey after the Big Boat Series. According to Brett Greger, who works at Sparcraft when he's not tending the mainsheet on the hot new *Ondine VII*, nothing's set in stone on this bucks-up circuit. "In the ten years I've been sailing maxi's, I've never seen a written schedule or a class newsletter. The owners just get together during each regatta and decide collectively where they feel like going next."

Lately, the maxi group — which is starting to look like a German Frers one-design fleet — has been sailing in Newport, R.I. and in Europe, both places where the prevailing winds have been under 10 knots. The '88 circuit is expected to take place in nearer to 25 knots of wind, so most boats are being fitted with new rudders and keels to make them stiffer. It's an expensive game to recon-

LATITUDE/ROB



Atlantic Privateer are also possible contenders.

The only mini that appears to be tagging along on the West Coast road trip is the Frers 72 *Emeraude*. *Winterhawk*, the Farr 68, may join the fun, but apparently the cream of the mini-maxi crop — the Frers 72's *Canonball*, the brand new *Pleone*, and *Othello* (ex-*Il Moro*) and the S&S 72 *Obsession* — will stay on the East Coast. According to Greger, "There doesn't seem to be a dominant mini-maxi. *Emeraude's* one of the good ones though, and she'll be a threat to correct out on the big maxi's."

Personally, we're more excited about the return of the maxi's than we were about Christmas. If history repeats itself, it'll be another four years before the maxi's tour the West Coast again. Don't miss the opportunity to watch these machines being put through their paces.

Chilly Day; Chili Night

The weather was grey and cold. The competition, we are told, was only luke-warm. But the chili, the camaraderie, and the fun-factor — the things that really matter — were plenty hot for the third annual Master Mariners Kick Off Race and Chili Feed on New Years Day. While the rest of us went the couch potato route, staying indoors nursing hangovers and/or watching football games on the idiot box, a diehard fleet of 17 elegant old woodies braved the elements in the first race of the year.

Unfortunately, there wasn't enough wind to combat the fierce ebb tide that day. Only three boats managed to finish the short course from the Cityfront over to Harding Rock and back. The winners were Chuck and Carla Lev dare on their Lapworth 40 *Contenta*. Tim and Ronnie Murison's IC *Bolero* was second, followed by Peter and Kathleen English's Kettenberg 38 *Chorus*. Craig Swain's gaff-rigged 32-foot sloop *Black Witch* almost made it, but eventually packed it in like everyone else and motored to Aquatic Park for the chili extravaganza.

No one seemed to mind that the race turned into a bit of a non-event. Two-thirds of the fleet were towing dinghies during the race — you had to provide your own transportation ashore to the feed at the Sea Scout building in Aquatic Park — and, as always,

LATTITUDE/RICHARD

The big kids are coming back! 'Sorcery', our 'local' Californian maxi, is shown above at the '86 Kenwood Cup.

figure a maxi boat every year or so, but relative to the initial outlay — we're told it's about 2.5 million dollars — and yearly campaign costs in the neighborhood of \$500,000, it's a drop in the proverbial bucket.

When last seen in this corner of the world, George Coumantaros' Frers 81 *Boomerang* was the boat to beat, as she proved by tearing apart half a dozen peers in both the '84 Clipper Cup and Big Boat Series. *Kialoa IV* and *Sorcery* finished second and third in each regatta. Time and technology have marched on in the last four years and that once red-hot trio has been eclipsed by a new, faster generation of maxi's.

Actually, there are two divisions of maxi's these days: the big guys; the 80 footers which rate 70 and carry 26 crewmembers, and their little sisters, the "mini-maxi's".

Mini's, which seem to be somewhat declining in popularity, are generally 72 feet long, rate 62.5, and carry 22 crewmembers.

Topping the list of the current hot maxi's is the Frers 80 *Kialoa V*, and it seems like old times with Jim Kilroy back at the top of the heap. Also right up there is Huey Long's *Ondine VII*, which is the fastest boat yet to bear that name, and Raoul Gardini's new Frers 82 *Il Moro de Venezia*. The latter apparently is a real head-turner: she's a fractionally-rigged goldplater featuring a 125-ft mast (five sets of spreaders, discontinuous rigging) and a 50-ft boom.

Australian Rod Muir, who converted his other boat, *Windward Passage*, into a cruiser, is currently having a sistership to *Il Moro* built. She'll join the fleet at the Kenwood Cup. Also expected to show up on the West Coast are the Frers 80's *Matador* and *Boomerang*, and of course *Sorcery*, Jake Wood's Mull 80 out of Marina del Rey. *Congere*, an East Coast Frers 82 that was launched this fall, and Whitbread contender

THE RACING

no-one took the race particularly seriously. Diane Brendan, commodore of the Master Mariners Benevolent Association (MMBA), cheerfully explained, "It's not like the Master Mariners in May, which attracted 127 boats last year. That's a 'real' race. The Kick-Off's just for fun — making the scene is more important than winning."

In theory, everyone takes home a trophy from the Kick-Off anyway. Each participant is required to bring a trophy for the boat that finishes directly in front of him, with the overall winner awarding his trophy to the last place boat. Most of the trophies are homemade creations, and the wierder the better. Some of the more inspired awards this year were an old three-bladed propeller mounted in such a way that it was passed off as "an antique B&G wind direction indicator" and a handcarved wooden sculpture of a sailor, complete with "anatomically correct" moving parts (we'll leave that to your imagination).

"Coming away with the tackiest trophy — as well as not killing yourself or dropping your chili pot while climbing up the ladder from your dinghy to the Sea Scout building — are the two highest priorities of the day, claimed Brendan.

The next Master Mariners regatta is the traditional gathering of the clan on May 29, the Sunday of Memorial Day weekend. Two other events are also on their '88 schedule: the June 25 annual meeting/picnic at Angel Island and the Labor Day cruise which alternates between Benicia, which is the destination this year, and Petaluma.

The MMBA, which began in 1867 as an organization to provide workman's compensation for merchant seamen and their families, was resurrected, in name at least, back in 1965 and now counts nearly 200 active boats. They range in size from 24 feet up to the 145 foot (overall) revenue cutter *Californian*. The criteria for a boat to qualify as a Master Mariner vessel is that it be designed before December 7, 1941, and built out of material in common usage before then.

"We just picked an arbitrary date," concedes Brendan, whose boat, the gaff cutter

Wooden ships on the water, very free. 'Groote Beer', Cliff and Ruthann Fremstad's 52-ft 1938 cutter, kicks off the New Year.



Freda, had no problem qualifying. Built in 1885, *Freda* is the oldest yacht still actively sailing on the Bay.

Win a Few, Lose a Few

Golison & Golison's Yachting Pro/Am 1988 racing event was recently cancelled for lack of interest. The regatta was to have offered professional yacht racing for One Tons and Maxi ULDB Sleds off Long Beach between April 11-17. With an entry fee of \$10,000 and a purse of between \$50,000 and \$165,000 (depending on the number of entries), this would have been the first professional yacht race in California that we're aware of.

A frustrated Bruce Golison, whose Long Beach advertising agency had hoped to put on the six-race series, claimed, "There was a lot of interest in the event, but ultimately people aren't quite ready for all-out pro racing. If we try it again next year, we'll go after an event sponsor rather than leave it to the owners to find individual boat sponsors." Five boats in each division were required by the January 1 deadline to make the regatta a reality. Only two sleds — *Pyewacket* and *Kathmandu* — and three One Tons — *Bravura*, *Skedaddle*, and *Victory* (ex-*Jameson Whiskey*) — signed up.

"We heard a lot of excuses in the end, mostly about not being able to find a boat sponsor to cover expenses," said Golison. Apparently, a number of One Tons were getting close to committing, including *White Knight*, *Pendragon*, *Sundance*, and *Spitfire*. Interest among the sleds, where the \$10,000 entry fee presumably would hardly be felt, was next to nil. Golison was at a loss to explain that one, as are we.

On the bright side, the other regatta that Golison promotes, Sobstad Race Week, promises to be better than ever. Golison has signed up Audi as the event sponsor, which he claims will further insure the success and popularity of the relatively new event. Audi Sobstad Race Week, as the race weekend is now known, will be held on June 24-26. "We anticipate 80 boats racing in four PHRF divisions and 30 to 35 J/35's and Schock 35's racing levelly," said Bruce. "The regatta's limited to 110 boats. It looks like we may have have to turn away close to 100 entries, so get your entries in early!"

Golison, a J/24 and grand prix IOR

sailor, is no stranger to entering — or winning — regattas. Among other achievements, he's won five USYRU medals, including two golds in the Prince of Wales match racing competition and a gold in the Mallory Cup, the U.S. men's sailing championship. For more information on Audi Sobstad Race Week, call Bruce at (213) 438-1166.



Susie Madrigali.

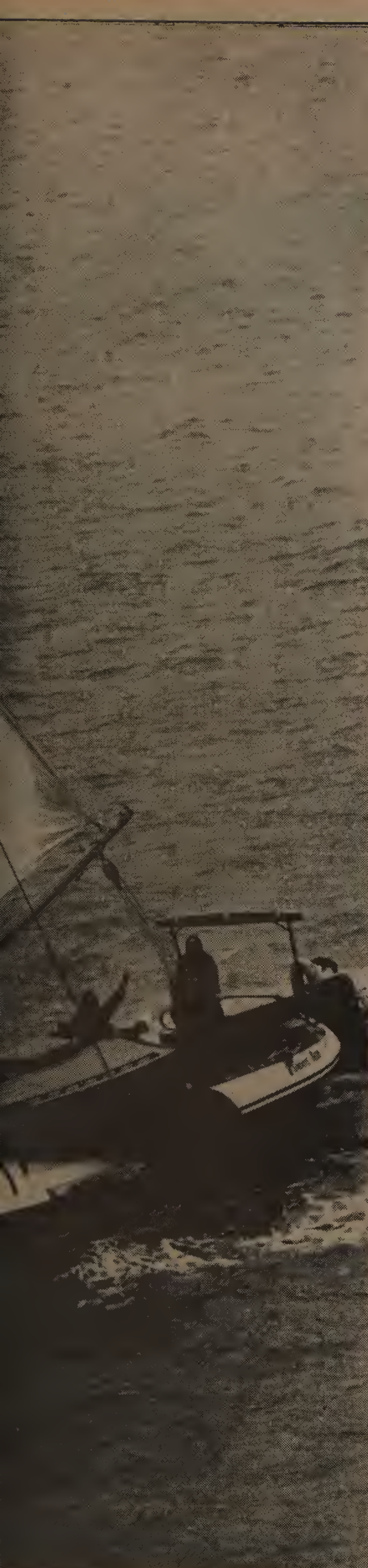
LATITUDE/ROB

Madro Shines at Adams Cup

What? Isn't Madro (Jeff Madrigali) a male of the species? Isn't the Adams Cup the U.S. women's sailing championship?

Right you are, except the Madro we're writing about this time is Mrs. Madro, better known as Susie Madrigali, who recently came in second at the Adams Cup in Miami, Florida. Held between January 13-20 at the Coral Reef YC, the ten-race round-robin regatta pitted the ten USYRU regional women champions against each other in brand new J/24's. "It was the best regatta I've ever been to, both on and off the water," claimed Susie.

Madrigali got off to a shakey start with a 6th and a 10th on the first day. The last place finish, due to being over early and sailing upwind for twelve minutes before a Boston Whaler chased them down with the bad news, almost ended the regatta before it began for our Northern California team. In the next few days, however, the wind came



COURTESY DIANE BRENDAN

THE RACING

up in the 15-25 knot range and Madrigali returned to form with four bullets. Madrigali and crew — Anna Peachy, Stephanie Wondolleck, and Liz Baylis — even won one of those races by over four minutes, a massacre in one-design racing. "It was exactly like the Berkeley Circle — windy with a short, steep chop. We felt right at home," said the Ross-based mother of two.

Overall winner was Seattle's Carol Buchan, wife of Olympic gold medal FD crew Carl Buchan. Madrigali finished the regatta strongly to claim second, albeit a distant second, in the series. Susie and crew also took home the "shipshape award", a pair of binoculars. Southern California's representative, Suzanne Spangler of Newport Beach, came in fifth overall with local sailor Vicki Sodaro, another Marin County mother of two, among the crew.

Manzanillo Race

At 1:00 p.m. on Saturday, February 6, there'll be more sleds off San Diego's Point Loma than anywhere this side of the Olympic games in Calgary. San Diego YC's seventh biennial 1,100-mile slide to Manzanillo blasts off that afternoon, and at least half the 29-boat fleet will have a pretty good shot, weather permitting, at beating *Sorcery's* 1986 record of 5 days, 23 hours and 59 minutes.

As we go to press, the fleet consists of 21 IOR and 8 PHRF boats (see list of entrants). Twelve ULDB 70-raters (five SC 70's, 6 Nelson/Marek's, and one Peterson) are entered, making this the largest convention of maxi sleds ever. Other boats with first-to-finish potential include *Merlin* and *Joss* in PHRF, and *Sorcery* in IOR. Whoever pulls into Las Hadas first among this talented

1988 SAN DIEGO - MANZANILLO ENTRIES

Boat	Type	Owner	Yacht Club	Rating
<i>Aleta</i>	Peterson 46	Warren Hancock	Newport Harbor YC	IOR
<i>Allure</i>	SC 50	Chuck Jacobson	Monterey Penn. YC	PHRF
<i>Barracuda</i>	N/M 68	Mitch Rouse	California YC	IOR
<i>Blondie</i>	SC 70	Pat Farrah	Long Beach YC	IOR
<i>Cheetah</i>	Peterson 66	Sandy Martin	Los Angeles YC	IOR
<i>Citius</i>	SC 70	Nick & Bob Frazee	San Diego YC	IOR
<i>Deception</i>	SC 50	David Meginnity	California YC	IOR
<i>Eclipse</i>	N/M 43	Bill Bannasch	San Diego YC	IOR
<i>Hana Ho</i>	SC 50	Rolie Croker	San Francisco YC	PHRF
<i>Hotel California</i>	SC 70	John Wintersteen III	California YC	IOR
<i>Illusion</i>	Peterson 44	David Fell	Long Beach YC	PHRF
<i>Jano</i>	Frers 43	Michael & Robert Kahn	Cat YC	IOR
<i>Joss</i>	MacGregor 65	Rich & Camille Daniels	Long Beach YC	PHRF
<i>Kathmandu</i>	SC 70	Robert Doughty	California YC	IOR
<i>Lone Star III</i>	N/M 55	Burton Benjamin	Southwestern YC	IOR
<i>Maverick</i>	N/M 68	Les Crouch	San Diego YC	IOR
<i>Merlin</i>	Lee 67	Wales/Wilson/Murray	Encinal YC	PHRF
<i>Mongoose</i>	SC 70	Paul Simonsen	St. Francis YC	IOR
<i>Ms. Blu</i>	Frers 54	Harry Thomasen	Balboa YC	IOR
<i>Octavia</i>	SC 50	Stewart Kell	Santa Cruz YC	PHRF
<i>Pandemonium</i>	N/M 68	Monroe Wingate	St. Francis YC	IOR
<i>Periclus</i>	Centurion 47	John Williamson II	Lahaina YC	PHRF
<i>Prima</i>	N/M 68	R. Jarecki & A. Benson	Los Angeles YC	IOR
<i>Prewacket</i>	N/M 68	Roy Disney	Los Angeles YC	IOR
<i>Roller Coaster</i>	SC 50	J. Fraser & K. Burnap	Santa Cruz YC	PHRF
<i>Smaug</i>	J/35	Roark Ludwig	San Diego YC	IOR
<i>Sorcery</i>	Mull 82	Jake Wood	Pacific Mariners YC	IOR
<i>Swiftsure III</i>	N/M 68	Fletcher/Lingenteider	San Diego YC	IOR
<i>Tomahawk</i>	Frers 51	John Arens	Balboa YC	IOR

Results of the top five teams follow: 1) Carol Buchan, Seattle, 20.25 points; 2) Susie Madrigali, Ross, 42; 3) Carol Connor, Connecticut, 44; 4) Jody Swanson, New York, 45.75; 5) Suzanne Spangler, Newport Beach, 49.75.

group will have certainly earned their margaritas.

Among the "smaller" boats are five SC 50's and a number of familiar IOR warhorses like *Tomahawk*, *Aleta*, *Jano*, and *Eclipse*. Many of the boats will use the Manzanillo



'Bravura' was impressive in her local race debut. Irv Loube's new Farr 40 took double bullets in the CYC midwinters.

Race as a feeder to MEXORC, a six-race series held annually off Mexico's "Gold Coast". This year, MEXORC will be held on February 20-28 and go between Manzanillo and Careyes.

Keeping Up With Kostecki

Red-hot . . . make that *white* hot . . . San Francisco sailmaker John Kostecki recently won both the Australian Soling Nationals and the Soling World Championship, held last month in Melbourne, Australia. Sailing with his regular crew of Will Baylis and Bob Billingham, Kostecki won the Nationals pretty easily. The Worlds, though, were pure Hollywood to the end. Conditions in both series were windy, rough, and 90 degrees, which made for demanding, yet exciting sailing.

The seven-race Worlds boiled down to a two boat runaway, as Kostecki and fellow North sailmaker Dave Curtis pushed each other far ahead of the 49-boat fleet. For the all-important last race, Kostecki — who un-



LATITUDE/JOHN R.

customarily was second in the standings — elected to sail with his light air inventory, while Curtis stuck with his heavy air sails. Kostecki was trailing until the last beat when the wind died enough that the gamble paid off, and he passed Curtis to claim the title. Wouldn't you love to go to Vegas with this guy?

Following the victory at the Worlds, Kostecki sold the team's Soling, their older one, and jumped into his J/24 for that class' World Championship beginning January 26 in Sydney. In addition to his two regular crewmembers, the J/24 crew includes a local Australian and Bay Area J/24 sailor Peter (*Chicks Dig It*) Young. Meanwhile, and before the J/24 Worlds started, crewmember Bob Billingham joined Dave Curtis for the Etchell 22 Worlds in Pittwater, Australia. Curtis was tied for first as we write this.

We're losing track of just how many major regattas Kostecki has now won in a row. We do know he hasn't lost an event since last summer, a trend we'd like to see continue right up to and including September's Olympic Games in Pusan, Korea.

JANUARY MIDWINTERS RESULTS

CYC Midwinters

Preliminary results of the Corinthian YC midwinter race weekend on January 16-17 follow. See related story on page 104.

MULTIHULL — 1) *Tainui*, Newick 40 custom, Peter Hogg, CYC, 1.5 points (1,1). (1 boat)

PHRF I — 1) *Bravura*, Farr 40, Irving Loube, RYC, 1.5 (1,1); 2) *Bydand*, Baltic 42, Max Gordon, StFYC, 5 (2,3); 3) *Leading Lady*, Peterson 40, B.D. Klein, RYC, 7 (5,2). (10 boats)

PHRF II — 1) (3-way tie) *Think Fast*, Olson 30, Albert Holt, MYCO 7 (2,5); *Expeditions*, Express 34, Bartz Schneider, 7 (4,3); and *Kittyhawk*, Sonoma 30, Rhonda Fleming, JGYC, 7 (3,4). (9 boats)

PHRF III — 1) *Wild Goose*, Nordic 40, Jim Corenman, CYC, 1.5 (1,1); 2) *Power Play*, J/29, Peter Cunningham, GGYC, 4 (2,2); 3) *Rum Tum Tugger*, Catalina 38, Bob Campbell, RYC, 9 (3,6). (7 boats)

PHRF IV — 1) *Legacy*, Wylie Gemini Twin, John Melder, EYC, 1.5 (1,1); 2) *Limelight*, J/30, Harry Blake, TYC, 4 (2,2); 3) *Ollas*, Pearson 10m, Ed Kerwin, CYC, 8 (5,3). (15 boats)

PHRF V — 1) *Blackhawk*, CS-30, Art Ball, IYC, 4.75 (4,1); 2) *Magic Dancer*, J/24, Sanchez Pescador, RYC, 5 (3,2); 3) *El Gavilan*, Hawkfarm, Rick Shuidt, RYC, 5.75 (1, 5). (12 boats)

PHRF VI — 1) *Con Carino*, Cal 2-27, Gary Albright, RYC 4 (2,2); *Huffin*, Cal 2-27, Jerry Olson, SCC, 5.75 (1, 5); 3) *Shanghai*, Islander 28, Ken Jesmore, SFYC, 6.75 (6,1). (11 boats)

PHRF VII — 1) *Alternative*, Islander Bahama, Michael Sheets, GGYC, 3.75 (1,3); 2) *Kodachrome*, Capri 22, Michael Doyle, FLYC, 6 (4,2); 3) *Tension II*, Cal 20, John Nooteboom, CYC, 7.75 (7,1). (9 boats)

EXPRESS 37 — 1) (tie) *Re-Quest*, Glenn Isaacson, SFYC, 3.75 (1,3), and *Ringmaster*, Leigh Britte, RYC, 3.75 (3,1). (4 boats)

ETCHELLS 22 — 1) *Mr. Natural*, Bill Barton, SFYC, 2.75 (2,1). (4 boats)

EXPRESS 27 — 1) *Mantis*, Rich Toft, NoYC, 2.75 (2,1). (4 boats)

SOLING — 1) *Carrera*, Lloyd Benson, SFYC, 1.5 (1,1). (4 boats)

OLSON 25 — 1) (tie) *Fast Freddie*, Wyatt Matthews, NoYC, 2.75 (2,1); 1) (tie) *Witching Hour*, Keith Moore, NoYC, 2.75 (1,2). (6 boats)

KNARR — 1) *Peer Gynt*, Jim Skaar, CYC, 2.75 (1,2); 2) *Second Wind*, George Sayre, StFYC, 7 (4,3); 3) *Gannet*, Bob Thalman, CYC, 8 (3,5). (13 boats)

NON-SPINNAKER — 1) (tie) *Zephyr*, Cal 2-27, Bruce Nesbitt, RYC, 2.75 (1,2); and *Animal Farm*, Wylie 28, Rod Phibbs, TYC, 2.75 (2,1); 3) *Cara Mia*,

unknown, Jeff Kolling, NoYC, 6 (3,3). (7 boats)

Golden Gate YC Midwinters

After the first two races of the GGYC's four race, no throwout Cityfront series were uncomfortably breezy and bumpy, one would have thought the Big Weatherman — or at least the law of averages — would have dealt the January 3rd race a beautiful, crisp day. Instead, participants on the 106 boats that showed up at the starting line were subjected to a soggy, light air day that featured 90 degree windshifts and a massive ebb tide.

And it was cold. A light rain combined with an air temperature in the low 40's turned the event into a frostbite enduro contest. As icicles formed in the rigging and on deck hardware, many crews were reduced to huddling down below around lit Durafume Logs. Others — like the 20 person crew on *Blade Runner* — resorted to a two or three

Decline of the SORC

Late breaking news from Florida is that the SORC, formerly the premiere IOR ocean racing forum in this country, is in a serious tailspin. As we go to press, only 33 boats (13 in IOR; 20 in IMS) have signed up for the six-race series scheduled to begin February 25. Last year, the Circuit attracted 33 IOR boats, and it wasn't so long ago that 50 or 60 IOR war machines regularly attended the annual ocean racing classic.

The glory days — when the SORC was one of the Big Five Regattas in the world — appear to be over. The directors of the SORC and their new sponsor, Audi of America, are bending over backwards to keep the series alive. On January 14, they added PHRF racing to the Circuit for the first time. Two other changes may help bolster the sagging ranks: the late fee for delinquent entries has been waived and racers are now invited to enter individual races for \$85

instead of having to pay \$500 for the whole tour.

"The problem isn't the SORC — it's IOR," claimed Wells Coggeshall, longtime SORC historian. "We want to continue as an ocean racing conference, but the IOR rule is killing ocean racing. The boats that win these days — *Sprint* last year, the small *Abracadabra* the year before — are nothing more than big dinghies. No one wants to spend 400 miles eating and sleeping on the rail anymore."

We could name some hot West Coast racers that would argue the other way — that the problem is the SORC, not the rule — but we don't want to kick a series when it's down. Suffice to say that IOR in general is declining (at one point, USYRU issued over 3,000 IOR certificates in this country; now that number is less than 1,000). So the SORC will probably change with the times, becoming more of a regional IMS or PHRF regatta than a grand prix international event.

JANUARY MIDWINTERS RESULTS (CONT.)

watch system to get through the three hour ordeal. Seriously, it was colder than skiing in the Sierras had been earlier in the week.

Notable finishes in the bonechilling conditions included Glenn and Gaby Isaacson's *Express 37*, *Re-Quest* beating Tom Gettman's sistership *Sleeper* by 12 seconds to claim their eighth straight one-design division. *Wahope II*, Walt Wilson's well-sailed Newport 30, came back from her dismasting last month to take another bullet in the 15-boat PHRF 5 fleet. Wilson's 1-9-1 record is good enough to have him leading that fleet despite the temporary setback. Bren Meyer, sailing the *Express 27*, *Summer Palace*, topped PHRF 3 with the fastest average speed around the course in the entire fleet — 3.96 knots.

Harold Dow's *Fast Company* apparently succumbed to the *Latitude* jinx: last month we picked the Farr 10/20 to win the Seaweed Soup trophy for best overall performance. *Fast Company* unfortunately fell to a fifth place finish in the flukey going, effectively eliminating themselves from the hunt. Candidates for that honor now come down to Bob Klein's Peterson 40 *Leading Lady*, the Krawiec/Campbell effort on the

Tartan 10 *Wave Runner*, and Joe Schmidt's Santana 22 *Esea Rider*. Each of these three boats have 3.5 points (two firsts and a second) in their respective divisions.

We won't jinx any one of these three boats by predicting an overall winner this time. Nor will we attempt to predict the weather for the February 6th finale to this series. By now, we'd expect anything. Division results, in order of starting sequence, follow:

IOR I — 1) *Jazz*, Beneteau One Ton, Rod and Malcolm Park, RYC; 2) *Blade Runner*, R/P 47, Bill Twist, StFYC; 3) *Bondi Tram*, Frers 41, Peter Stocker, StFYC. (5 boats)

EXPRESS 37 — 1) *Re-Quest*, Glenn Isaacson, StFYC; 2) *Sleeper*, Tom Gettman, SYC; 3) *Pazzo Express*, Bill Ormond, StFYC. (8 boats)

IOR II — 1) *Leading Lady*, Peterson 40, Bob Klein, RYC; 2) *Annalise*, Wylie 34, Paul Altman, IYC; 3) *Wildfire*, Ranger 37 Mod., John Clauser, BYC. (5 boats)

PHRF I — 1) *Gemini*, Baltic 38OP, Dave Fain, BYC; 2) *Svendie*, sloop, Sven Svendsen, StFYC; 3) *Slitherdagee*, J/35, unknown. (12 boats)

PHRF II — 1) *Starlight*, Capri 30, Ron Lee, IYC; 2) *Power Play*, J/29, Peter Cunningham, GGYC; 3) *Tonopah*, C&C 37, unknown. (11 boats)

TARTAN 10 — 1) *Waverunner*, Krawiec Campbell, IYC; 2) *Abba-Zaba*, Matt Copenhaver, StFYC. (3 boats)

PHRF III — 1) *Summer Palace*, Express 27, Brendan Meyer, GGYC; 2) *Stormrider*, Aphrodite 101,



Greg Warner, RYC; 3) *Louise*, Etchells 22, Bill Erkelenz, StFYC. (8 boats)

PHRF IV — 1) *Magic Jammies*, Wavelength, Charles Witcker, RYC; 2) *Anna-Banana*, Moore 24, Joe Durrett, N.Pt. 3) *Fast Freddie*, Olson 25, Jack Adam, CSC. (8 boats)

PHRF V — 1) *Wahope II*, Newport 30, Walt Wilson, StFYC; 2) *Koala*, Newport 30, Curt Rodriqs, EYC; 3) *20/20*, Cal 29, Phil Gardner, EYC. (12 boats)

IOD — 1) *Bojero*, George Degnan, RYC; 2) *Whitecap*, Tom Allen, StFYC; 3) *Harem*, Noel Markley, GGYC. (5 boats)

KNARR — 1) *Kaereste*, Joe Casey, CYC; 2) *Huck Finn*, Mike Erlin, StFYC; 3) *Lord Nelson*, John Jenkins, StFYC. (9 boats)

PHRF VI — 1) *Windjimmer*, Thunderbird, Jim Graham, GGYC; 2) *Perezoso*, Excalibur, Linda Kasper; 3) *Jambalaya*, Ranger 26, John Rivlin, GGYC. (12 boats)

PHRF VII — 1) *Zephyr*, Cal 2-27, Bruce Nesbit, RYC; 2) *Lelo*, Santana 27, Emile Carles, GYC; 3)



The SYC Midwinters on January 23 and 24 was still going on at press-time. It was pretty light; these guys may still be out there.

Calaban, Cal 20, David Green, (5 boats)
SANTANA — 1) **Shazam!**, Bud Sandkulia, IYC; 2) **Esea Rider**, Joe Schmidt, SJYC. (3 boats)

SCC Midwinters

The Sausalito Cruising Club's second midwinter race drew 44 boats in seven divisions to the Little Harding starting line on January 2. It was a grey day, made colder by a brisk 15 knot northerly. Due to a limited menu of courses, the race committee had no choice but to start the fleet with a port pole spinnaker run to the Cityfront.

The real race began with the trip back —

an upwind, upcurrent beat to the finish. As so often happens in midwinter racing, the wind died as the ebb current built. Many of the smaller boats, finding themselves drifting backwards out the Gate on the Farallones Express, were forced to take DNF's. As also often happens in midwinter racing, the lowest rating boats in each division fared well.

DIV. I (spinnaker less than 169 PHRF) — 1) **Potsticker**, J/29, Ron Lösch, StFYC; 2) **Blitz**, Express 37, George Neil, RYC; 3) **Absolute 80**, Wylie 33 Custom, Keith MacBeth, SCYC. (10 boats)

DIV. II (spinnaker above 170 PHRF) — 1) **Ruckus**, Newport 30 III, Paul von Wiedenfeld, PYC; 2) **Roquefort**, Newport 30 II, Bob Marshall, SCC; 3) **Gabbiano**, Islander 28, Chuck Koslosky, SYC. (9 boats)

DIV. III (non-spinnaker) — 1) **Amanda**, Newport

LATITUDE/JOHN R.

Race Notes

Winner of the **Women's Racing Association's** fall series was Sue Gombasy, sailing her yellow J/24 *Cracked Crab*. Gombasy, who is also the head of WRA, beat three other boats — two Cal 20's and a Merit 25 — in the championship race on December 19. The race was postponed for two hours, during which time the women sailors rafted together and, we are told, passed the time by singing Christmas carols at the top of their lungs.

The **Santa Cruz YC Midwinters** were cancelled on January 16 due to a six-foot swell breaking at the harbor mouth. This is the second month in a row that the midwinter fleet has been stymied in their efforts to get outside the harbor to race. Tide patterns for the next two race weekends — February 20-21 and March 19-20 — are moderate; hopefully sea conditions will

MIDWINTERS (CONT.)

30 II, Pat Broderick, IYC; 2) **Inshallah**, Santana 22, Shirley Bates, SYC; 3) **Zephyr**, Cal 2-27, Bruce Nesbit, RYC. (9 boats)

COLUMBIA CHALLENGER — 1) **Shay**, Rich Stuart, SCC; 2) **Suzy Q**, James van Blarigan, CSC; 3) **Rurik**, Norman Carter, HMBYC. (3 boats)

GOLDEN GATES — 1) **Pajarita**, Robert MacDonald, BVBC; 2) **Fledging**, Michael Bonner, BVBC; 3) **Kuulpo**, Cris Kraft, NoYC. (5 boats)

TRITONS — 1) **Bolero**, Ely Gilliam, BVBC; 2) **Whisper**, Ken Schopp, SCC. (3 boats)

BEARS — 1) **Whatabear**, Tom McCarthy, UYC; 2) **Circus**, Bob Jones, SCC; 3) **Huck Finn**, Bruce Chase, StFYC. (5 boats)

MYCO/BYC Midwinters

"Finally, we got in a normal midwinter race weekend," said perennial race organizer Kirt Brooks. The first weekend of the Metropolitan/Berkeley YC's series was painfully light; the second was a blowout. The weekend of January 8-9 was a quite nice, although light winds on Sunday necessitated shortening the course.

According to Brooks, the course flags on the committee boat prior to Sunday's start created some confusion, as well as a few laughs. At one point the flags, from top to bottom, were "E" (the course to be sailed), "S" (shortened course), and "P" (postpone-



LATITUDE/RICHARD

cooperate this time.

Monterey Peninsula YC's annual **Ano Nuevo Race**, which is normally held in March, has been postponed until sometime in May. The 80-mile sprint from Monterey up to the Ano Nuevo buoy and back has

It's herring season on the Bay. 'Blade Runner's' bloopers ripped before they caught any.

long been the first ocean race of the year. The official reason given by the MPYC for the postponement is that it conflicts with the

Manzanillo Race. We've frozen our buns off on the Ano Nuevo Race a few times, and figure pushing it back into late spring — for whatever reason — is a great idea. More details are forthcoming.

New Zealander Del Hogg's Farr 43 **Equity**, which has been in the Bay Area for over a year, recently was sold to Junichi Kanai of Japan. The boat was painted red and renamed **MiMi** — just like Kanai's previous boat, a custom Takai 39. **MiMi** will compete in August's Kenwood Cup, where the new owner hopes to repeat the Farr 43's class-winning performance of two years ago.

Two other IOR yachts also were recently sold out of the area. **Clockwork**, the orange Nelson/Marek 41, was purchased by Bill Deardorf and Dexter Goodell. She'll be campaigned out of Santa Barbara. Going north to Seattle was the Soverel 39 **Zingara**, which was bought by Dan Barr and Larry "The Whip" Whipple.

JANUARY MIDWINTERS RESULTS (CONT.)

ment). More than one boat motored by the race committee to comment that you needed ESP to figure what all the flags meant.

The last race of the series will be sailed on February 13-14. Results of the January race weekend follow:

Saturday, January 9:

DIVISION A — 1) **Expeditions**, Express 34; 2) **Advantage**, J/29; 3) **Hot Licks**, Hobie 33. (11 boats)

DIVISION B — 1) **Legacy**, Wylie Gemini Twin; 2) **Limelight**, J/29; 3) **WaveTrain**, Olson 911S. (9 boats)

DIVISION C — 1) **Anna Banana**, Moore 24; 2) **Zot!!**, Choate 27; 3) **Honey's Money**, Olson 25. (10 boats)

DIVISION D — 1) **Summertime Dream**, Custom 1/4 Ton; 2) **Esprit**, C&C 29; 3) **Blackhawk**, CS 30. (8 boats)

DIVISION E — 1) **Catalyst**, Catalina 27; 2) **Jubilee**, Ariel; 3) **Adlib**, Kiwi 24. (12 boats)

CATALINA 30 — 1) **Fat Cat**, Seth Bailey; 2) **Imua**, Jonathan Carter; 3) **Revision**, David Jacoby. (5 boats)

CAL 2-27 — 1) **Zephyr**, Bruce Nesbit; 2) **Margo**, George Adams; 3) **Pax**, David Paxton. (6 boats)

EXPRESS 27 — 1) **Geronimo**, Wulff/Habeeb; 2) **Hummer II**, Steve Norcross; 3) **Yeofy**, Ellet Redstone. (22 boats)

ISLANDER 36 — 1) **Grumpy Dog**, Cyndy Hassenbruch; 2) **Fast Forward**, Brucker/Hooker/Schuchardt; 3) **Windwalker**, Shoenhair/Borton/Gilliam. (7 boats)

J/24 — 1) **Bohica**, La Horque/Otterson; 2) **Sweeney Todd**, David Menis; 3) **Dejavu**, Chris Perkins. (24 boats)

J/29 — 1) **Advantage II**, Patrick Benedict; 2) **Blazer**, Michael Lamber; 3) **Potsticker**, Kirk Denebeim. (5 boats)

MERIT 25 — 1) **Xanadu**, Bill Glass; 2) **Chesapeake**, James Fair; 3) **Ragin' Cajun**, Gayle Vial. (5 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Mintaka**, Gerry Brown; 3) **Achates**, Schultz/Schock. (10 boats)

OLSON 30 — 1) **Saint Anne**, Richard Heckman; 2) **Think Fast!**, Albert Holt; 3) **Hotstreak**, Don Young. (5 boats)

SANTANA 22 — 1) **Quadra**, Mark Rhoda; 2) **Hot Ruddered Bum**, Eric Fieberling; 3) **Buffalo Honey**, Lou Fields. (6 boats)

SANTANA 35 — 1) **Dream Machine**, John Altken; 2) **Riff Raff**, Jack Air; 3) **Swell Dancer**, Jim Graham. (9 boats)

Sunday, January 10:

DIVISION I — 1) **Pinstripe**, J/29; 2) **Gemini**, Baltic 38; 3) **Virago**, C&C 30. (11 boats)

DIVISION II — 1) **Zot!!**, Choate 27; 2) **Legacy**, Wylie Gemini Twin; 3) **Loose**, Custom 24. (6 boats)

DIVISION III — 1) **Magic Jammies**, Wavelength 24; 2) **High Frequency**, Wavelength 24; 3) **Chesapeake**, Merit 25. (15 boats)

DIVISION IV — 1) **Grand Slam**, Cal 29; 2) **Fantasyl**, Cal 29; 3) **Impulse**, Cal 29. (5 boats)

DIVISION V — 1) **Ragtime**, Cal 2-27; 2) **Summertime Dream**, Custom 1/4 Ton; 3) **Con Carino**, Cal 2-27. (13 boats)

DIVISION VI — 1) **Slow Dancer**, SJ 24; 2) **Cinabar**, Cal 25; 3) **Four Little Ducks**, Catalina 27. (12 boats)

CAL 20 — 1) **Farmers**, R. von Ehrenkrook; 2) **Splash-Splash**, John Greene; 3) **Tosca**, S. Michalowski. (3 boats)

EXPRESS 27 — 1) **Leon Russell**, Johnson/Daniels; 2) **Salty Hotel**, Mark Halman; 3) **Elan**, Steve Lake. (10 boats)

INT'L FOLKBOAT — 1) **Moria**, Jed Crane; 2) **Svea**, Terry Manchester; 3) **Poem**, Julio Magri. (3 boats)

J/24 & MERIT 25 from PHRF 3 — 1) **Chesapeake**, James Fair; 2) **Xanadu**, Bill Glass; 3) **Cachalote**, Rob Magoon. (8 boats)

MOORE 24 — 1) **Anna Banana**, Joe Durrett; 2) **Scarlett**, Alan Laffin; 3) **Wet Spot**, Michael O'Callaghan. (3 boats)

OLSON 25 — 1) **Pearl**, Bill Riley; 2) **Honey's Money**, Bob Evans; 3) **Alchemy**, Joe Kitterman. (12 boats)

SANTANA — 1) **Limestone Cowboy**, Karen Leach; 2) **US99**, Barksdale/Samuels; 3) **Gust Buster**, John Orfan. (8 boats)

THUNDERBIRD — 1) **Ouzel**, Michael Sheals; 2) **Windlimmer**, James Graham; 3) **Lyric**, James Newport. (5 boats)

WYLIE WABBIT — 1) **Madhatter**, Colin Moore; 2) **Mr. McGregor**, Kim Desenberg; 3) **Trix**, Ronald Hardman. (3 boats)

Listed above are all the other bay area lofts that designed sails for the America's Cup finals.

We're the only one thanks to Howie Marion. He's the former
Head of Sail Design and Development for Kookaburra's defense of the Cup.

Now he's back on the bay where he grew up. And the head of his own loft.

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analysis formulas, the innovative manufacturing methods Howie developed
during the campaign really make a difference in designing your new sails,
or reshaping existing ones?

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CHANGES

With reports this month from **Imagination** in Honolulu; **Shahar** in Bahia Navidad; **Beaumaris** in Whangerai; **Capella** in Z-town; **Be Gentle** in Pichilique; **Konig** in South America; and **Southbound** in Costa Rica. There's also information from **RxScape** on trailering in Baja, weather forecasts from **Waimea**, and a bunch of **Cruise Notes**.

Imagination — Hartog 62 Steve Nelson, Lynn Ramirez, and Steve Rebscher Honolulu, Hawaii (San Francisco)

Our *Changes* letter from Bora Bora never materialized on the desk at *Latitude* so this is a review of our last year-plus of cruising the warm waters from Hawaii to Tonga and back.

We left Sanford-Wood Marine in Richmond August 31, 1986. Little did we know that Kim "Bad Ass Wookie" Von Blohn on his Cal 39 *Moondancer* left Sausalito at the same time. Kim went south of the high as we went rhumbline. Neither of us found much wind and we both rolled into Hilo 17 days

Marine and Kim joined *Imagination* as crew for our trip south.

To go back a step, we heartily enjoyed Hawaii. It is true that in general the state of Hawaii does very little for boaters — either visiting cruising boats, local pleasure boats or recreational/commercial fishing which is so much a part of Hawaiian tradition. The harbor masters at Hilo and Ala Wai are noticeable exceptions to this and do anything they can within the constraints of their positions to help out the cruising sailor. However, we did find several memorable stops:

Hilo — The Big Island offers so much to do it is well worth a stop. The Volcanoes National Park, beautiful waterfalls, tropical trails and very reasonable provisioning are all close by.

Kealahou Bay — The site of the Captain Cook Memorial offers excellent snorkeling and scuba diving. The bay is reasonably protected in the permitted anchorage zone, but after the charter boats from Kailua-Kona leave in the afternoon their two mooring buoys are available in the more protected northern corner of the bay. They return about 8:30 in the morning.

Kailua-Kona — About two hours north of Kealahou Bay you'll see the resort town of Kailua-Kona. There is a marina just north of the town, but we anchored in reasonable holding ground and really enjoyed our stay. We were lucky to coincide with the Ironman Triathlon and had all the swimmers passing the boat; then we went into shore to see the cycling and running legs.

Molokini — Molokini is an exploded crater just west of the south tip of Maui. It is not a good anchorage as the open east side faces the accelerated trades as they come around Haleakala. The west side is too deep for anchoring. We anchored in calm water off La Perouse Bay the night before and got up very early for the hour trip to Molokini. This is essential because many charter dive/snorkel boats come to Molokini starting about 7:30. The trades build up and the an-



chorage becomes rough by 10:30 or 11:00 so everyone pulls out before noon. The water clarity at Molokini is exceptional and diving there is beautiful.

Lahaina — The anchorage at Lahaina is terrible, but we loved the town. Sure, it is a bit touristy, but like the rest of Hawaii the real people and traditions are close behind. The Lahaina Yacht Club is just a fancy name for a bar. We were a real imposition, it seemed, when we came in one morning in dripping foulies after a rough crossing from Lanai. The very thought of being out in a boat in the rain — appalling.

Black Manele Harbor (Lanai) — This is one of our favorite spots. The small marina is very quiet. No phones, no electricity, just very friendly people. During the week several charter boats came over from Lahaina, but the weekends are deserted. A ten minute walk from the harbor gets you to Hulopoe Beach (White Manele) which gets our vote as the most beautiful beach in



Many sailors cruise to Hawaii, but few pass the navigation aid at the Big Island's South Point. It is the southernmost spot in the United States.

later. After six very enjoyable months in Hawaii and a few crew changes, *Moondancer* ended up on the hard at Keehi



File photo of Hilo. It's wet, but close to beautiful parks.

Hawaii. The snorkeling is great at Hulopoe but we liked the bay just outside the harbor even better. The entire area is a marine reserve and thus has a tremendous number and variety of fish. We felt the scuba diving at the Cathedrals and other rocks outside Manele is the best in Hawaii.

In November and December we visited Molokai and stayed the holidays in the Ala Wai. There is so much to see and do in Honolulu you need to keep your sights set on leaving or you'll never make it down south. In January we stopped for two more weeks in Manele and worked our way back to Hilo to prepare for the trip South. Our stay at the Ala Wai was very helpful as many boats came in from the South Pacific with good ideas and the latest reports of the islands.

Early in March we took off for Palmyra in tandem with Lynn Donaldson and Jerry Baily on *Gusto*, a Cal 2-27. After a quick passage we were escorted through the tricky

pass by a jubilant Roger Lextrait from *Cous Cous III*. *Gusto* was only a few hours behind. We enjoyed Palmyra and the company of *Gusto* and *Cous Cous* and *Lou Maran* (a Belgian boat) more than I can describe. It is a unique place to be sure. Its beauty, wildlife and scenery will never be forgotten.

From Palmyra we sailed S.E. to the Societies, arriving in Bora Bora in late April. We visited Bora Bora, Raiatea, Moorea, Tahiti and Huahini. Each was different and we enjoyed them all. The Hotel Oa Oa, and Greg and Elaine, are certainly a high point. We understand a large part of the hotel has been sold and Greg and Elaine may be back on the mainland soon. They will be missed.

During our stay in French Polynesia we were lured to Tonga by Lynn and Jerry on *Gusto* with daily reports of great diving, people and anchorages. So we decided to pick

up the hook and head west. Unfortunately, Kim had to return to *Moondancer* and Honolulu.

The passage to Tonga was very enjoyable. Our first real tradewinds voyage; i.e., consistent wind after the beam, warm weather and water, Southern Cross over your shoulder sailing. As expected, Tonga was fantastic. The dozens of anchorages in Vava'u could easily keep one occupied for many seasons. We stayed nine weeks and only touched the surface. As Pete Sutter mentioned earlier, we were the reaching mark for the first annual King Taufa 'Ahu Tupou IV Birthday Regatta. The size of the race name is only exceeded by the size of the King himself! On the King's birthday, July 4, all yachts visiting Neiafu Harbor (which were all the boats in Vava'u as we had been restricted to the harbor for "security" reasons) lined up for the King's inspection and viewing the long boat racing between Samoa and Tonga, which Tonga won handily.

After the big birthday party there was general confusion about permitting cruising boats to leave the harbor. One boat received a cruising permit then was not allowed to extend their visa early because leaving the harbor was still prohibited according to the immigration office. In general this was all taken with a grain of salt and everyone just took off and enjoyed themselves. We found spectacular coral formations off the island of Hunga and a spot called aptly "Coral Gardens". This area was so protected we felt comfortable with a night dive which was a real treat. Staying in one area for over two months really gave us time to get acquainted with both wonderful local people and other yachties. As you can guess, Tonga is at the top of our list.

From Tonga we started homeward, stopping just at Pago Pago for cheap fuel and provisions then at Apia, Western Samoa. Contrary to so many reports we found very friendly people in Pago and thoroughly enjoyed our couple of days there. Matai's Pizza Parlor is a treat. Although *Imagination* makes a pretty mean pizza with shark and mussels, we've had a hard time finding mozzarella and Romano!

Our final stop was another three weeks in Palmyra. We were lucky to ketch Palmyra from Apia as the winds relentlessly clocked northerly and the current drove us west. But

CHANGES

we slipped into this peaceful lagoon and were in paradise again. This time there were no yachts but a Gilbertese ship out of Tarawa chartered by the U.S. Army Corps of Engineers to study possible contamination and liabilities left from the WWII occupation period.

During the couple of days we stayed with them, the group studying Palmyra gave us a lot of history and insights into the island and was really an addition to our visit. The owner was also along for the trip and we really enjoyed meeting him. After the ship left, *Walrus* from Sausalito and *Tribute* from Auckland came in and stayed for a couple of weeks. Contrary to published reports about *Walrus* being missing or overdue in Pago Pago, they were quite safe and enjoying Palmyra for a few additional days. After they left, *Aetheria*, a Peterson 44, from Dana Point and *Cameo*, a Panda 38, from Lake Tahoe and San Francisco came in. We slipped out while they were there to avoid the agony of being the last boat to leave the dogs all alone (they are both healthy and wonderful as always).

We will leave Honolulu just after Thanksgiving for San Francisco. It's been quite a year and as most people advise: Go, you'll love it!

— *steve, lynn, and steve 11/4/87*

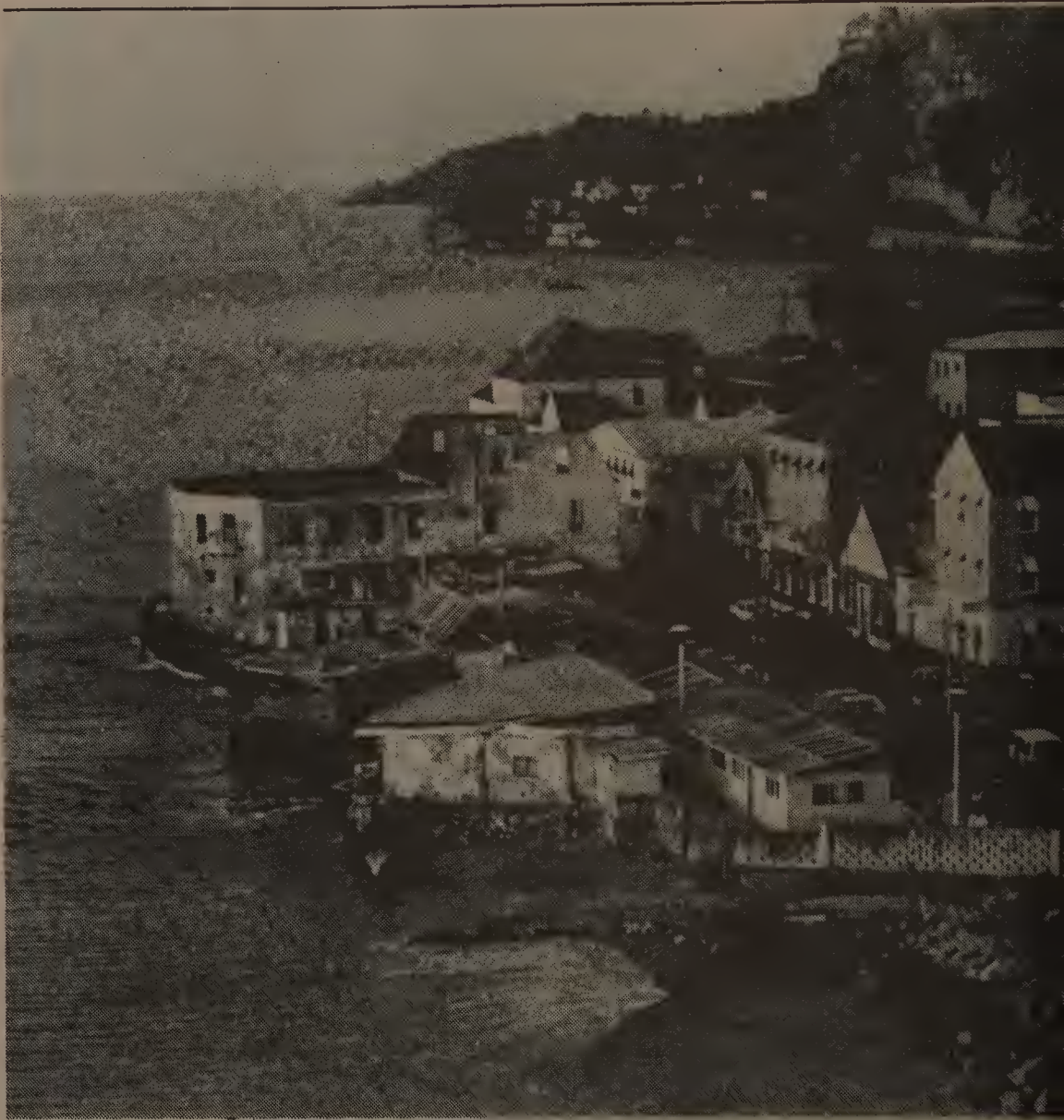
Radio Weather Forecasts In The South Pacific Yacht Waimea

Richard Derickson & Jill Neldrauer

We don't belong to the Amateur Radio clique yet, so until our recent passage from Tonga to New Zealand our long distance radio communications had been limited to occasional single sideband calls to KMI radio for patches through to Ma Bell.

But the passage to New Zealand was unique. Our SSB radio became a major focus because it offered weather information. Forecasts are of particular interest on the way from Tonga to New Zealand because the 1,000 mile passage covers both the tropics and the south temperate zone. The hard-to-predict weather patterns are complicated by the huge land mass of Australia, the Tasman Sea, New Zealand, and the Southern Ocean.

We have a weather fax, which is useful, but its crystal ball is only good for 48 hours.



Looks like a Mediterranean coast, smells like Tahiti; the Spice Islands of Grenada.

Since there are drastic weather changes that call for drastic changes in course, more accurate and longer term forecasts are of great interest.

Fortunately for the fleet of yachts headed for New Zealand from points north — such as the Cooks, Tonga, Fiji — there are a few expert meteorologists who try to help everybody avoid bad weather.

Before we departed Tonga we started listening to Harry's Net. Harry is a ham dedicated to weather prediction for the southwestern Pacific passage-makers. Each yacht checks in with their position, wind velocity, cloud and barometer conditions. Then Harry Mitchell, KL7MZ aboard *Whalesong* from Seward, Alaska, describes the weather systems in and around the region, predicts their movements and the resulting winds. He often describes several possible scenarios. For those who are interested, Harry provides even more detailed prognostications.

Typically there were fifteen yachts that checked in with Harry's Net during November and several more that just listened. Harry is not a meteorologist by training, but having sailed the area for several years and observing the isobars, he has earned the confidence and respect of many southwestern Pacific cruisers.

Then there's Jon and Maureen Cullen, who have the appreciation of almost everyone who has sailed to New Zealand since September of '85. Jon and Maureen are the voices of Kerikeri Radio, which provides a unique service for vessels in the vicinity of New Zealand. Yachts check in with their positions, conditions, status and questions. Kerikeri Radio responds with the latest forecast as well as information about customs, navigation aids, messages, frequency assignments, etc.

Kerikeri Radio is also a coordination point for medical emergencies and Search and Rescue missions. They also monitor Channel 16 in the Bay of Islands to announce weather and tide predictions and pass messages. In addition to this, Kerikeri Radio



LATITUDE/RICHARD

is a volunteer organization that relies on subscriptions and donations to cover expenses. Jon and Maureen are almost always home; they know the ropes and are quick to establish rapport with American cruisers.

— richard & jill 12/2/87

Pichicilique Thanksgiving No. 2 Be Gentle Ralph & Floydean Dommer (Moss Landing, CA)

Our second Thanksgiving was a great success when 20 people arrived in cars and boats to celebrate.

With only 20 knots of wind and a flat sea, Bill and Barbara Steagall from L.A. rafted their 52-ft *Inspiration* on the port side of *Be Gentle*, and Michael and Deborah Carere from Victoria B.C. put their 47-ft *Gunga* to starboard, giving us lots of room to wander and the safety of the lifeline nets for Michael and Deborah's daughters, Meisha and Alix.

A 25-lb turkey was provided by Barrie and Daphne Hartley of *Sirocco*, stuffed and cooked on *Be Gentle*. All other dishes were brought by Marguerite, *Venus*; Bill and

Freda Oldfield, *Longhope*; George and Carol Burg, *Nine del Mar*; Joanne and Michael, *Taeping*, Victoria B.C.

Snacks were brought by the "singles": Ted Grady, *Mati Hari*; Will Corey, *Galeta*; Chet Strickler, *Rainbow Chaser*; and Jack Clarke, *Hayate*. Jack even learned how to make sour cream on the 8 a.m. La Paz net. His dip was great.

This year we were joined by many of our Canadian friends which made the day even better.

— ralph & floydean dommer

Readers — Pichicilique is a secure anchorage just outside La Paz.

Konig — Passport 42 George & Anita Rishell North Coast of South America (Saratoga)

We left California in March of '87 and sailed non-stop to Puerto Vallarta. Nuevo Vallarta seemed to offer the best choice of facilities in the area, especially since diesel was available at the fuel dock.

Anchoring off Las Hadas at Manzanillo was fine except for the water skiers from the hotel; they use the anchored yachts as slalom markers. The noise and wakes are unbelievable!

We kept one foot on the beach during our crossing of the Gulf of Tehuantepec. It turned out to be uneventful, which is the only way to make this passage.

We were preparing to leave Puerto Madero on 17 May when we heard *Ocean Child's* MAYDAY call at 0505. We didn't have much success getting the Mexicans to organize a rescue attempt. We were therefore delighted to hear that the crew was rescued.

Our intention was to sail directly from Puerto Madero to Panama, but we ran into generally bad weather and the typical one knot of adverse current. In addition our radar was damaged during a squall and for the third time since San Diego the starter on our engine failed. So we limped into Puntarenas for repairs. It turned out to be a pleasant surprise. The people were extremely friendly and the city has far more goods and services available than anywhere we visited in Mexico. Manley's Shipyard welds both aluminum and stainless and can handle

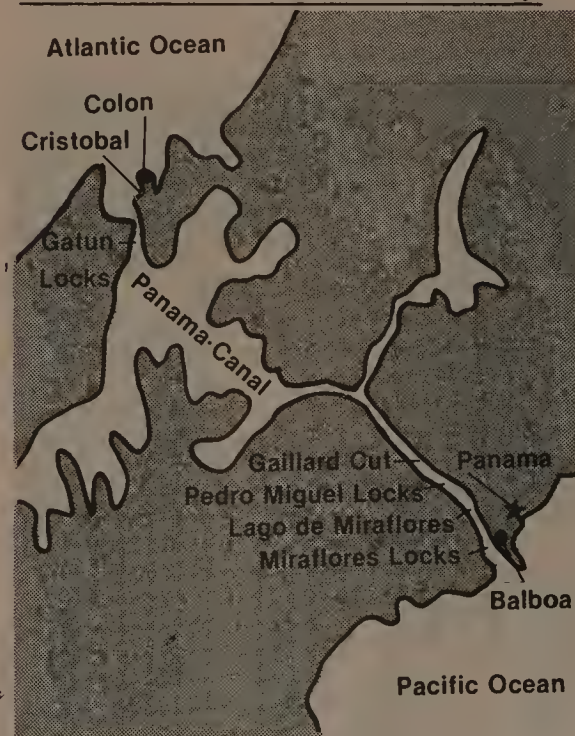
almost any kind of repair.

Our arrival in Balboa, Panama coincided with the beginning of the political riots in that country. But we picked up no anti-American sentiments. In fact, shopkeepers and taxi drivers often volunteered "it is the government, not the people who want the riots".

The Canal transit was fascinating. We hired three Panamanian line-handlers since few yachts were around. Although most sailboats require two days for the transit, with good luck we completed it in one. We started at 0830 and docked at the Cristobel YC at 1900 that evening. We side-tied to tugs through all the locks and everything was routine but nerve-racking. Worst of all was entering each of the Gatun Locks to be followed by huge bulk carrier which stopped only feet short — by cables attached to the electric 'mules' — of our transom.

The fee for our transit was \$125.

The Cristobel YC was more friendly than the Balboa YC and has docks with electricity



Who would have believed it? Transiting the Panama Canal from the Pacific you move east to west.

and good water. The Free Trade Zone is a great place to buy liquor. Stolichnaya is \$3/litre; Johnny Walker Black is \$4/litre. Electronics, cameras and other goods seemed to be about the same as the big discount chains in the United States.

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By the time we finished repairs and the various tasks necessary for the trip to Florida, it was well into the hurricane season. So we decided to head east and spend the hurricane season along the north coast of South America, which doesn't get hurricanes.

Lloyds and other insurers won't cover boats that go close to the coast of Columbia, but after talking to the folks on a boat that had spent a month in Cartagena, we decided to give it a try. Because of favorable current, the two-day trip wasn't bad. We put into a new marina, Club Nautico, which is run by Norman, an Australian. The Club's docks have good water and electricity and excellent security. Norman is very knowledgeable and helpful; he can arrange for most services except for fuel, which must be obtained at the historical Club de Pesca YC. We met a number of avid sailors at Club Nautico, some of whom have become good friends.

The city of Cartagena is one of the few walled cities in the world that is almost completely intact. It is filled with historical sites but at the same time is a dynamic, modern

flew to Bogota and toured a little of the interior. In general, Columbians are very friendly to Americans.

When our visas ran out and we were preparing to leave, our friends at the yacht club invited us to join in a regatta they'd planned to the Rosario Islands which are about 30 miles offshore. We spent three days racing and relaxing with our friends on four other boats.

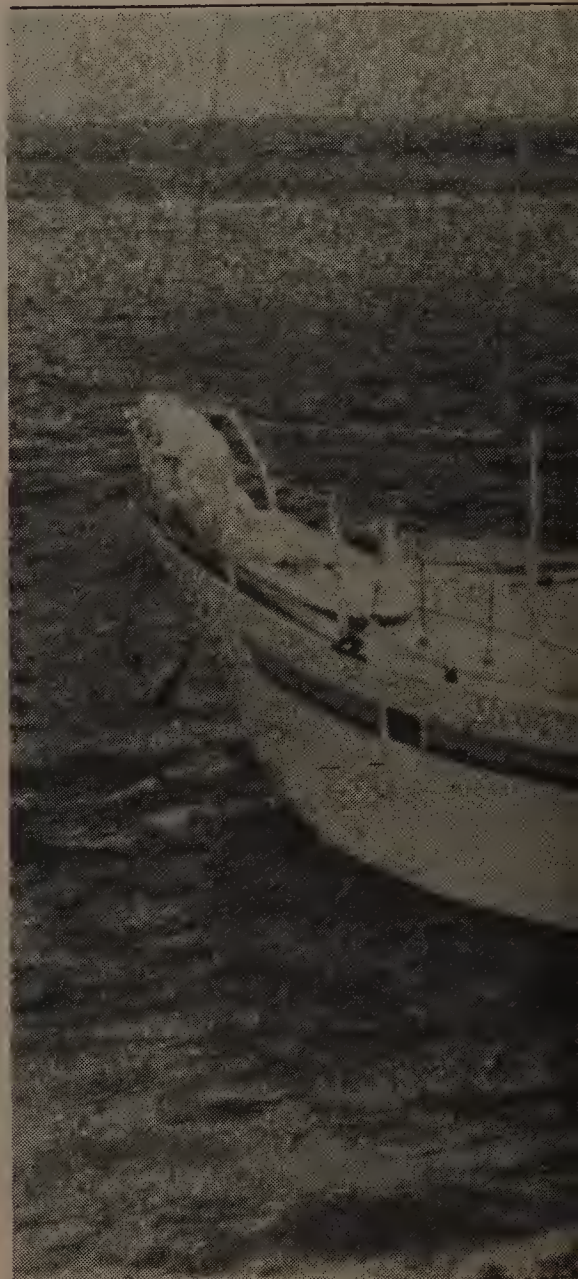
The passage from Cartagena to Aruba was the expected push against the trades and current. Unlike Cartagena, the intermediate ports of Barranquilla and Santa Marta are said to be unsafe due to indifferent law enforcement. We were warned not to put into either port and to stay well offshore after passing Barranquilla to avoid trouble along the desolate Guajira Peninsula, where much of the drug traffic moves.

From Barranquilla the trades were directly on the nose at 25 knots. To make things worse, we were headed directly into a 2.5 knot current. We sailed 1,100 miles to cover the 300-mile trip, taking 10 days to cover the 1,100 miles. Despite excellent boat speed, near the end tacking and adverse current had us down to 25 miles a day over the bottom. Staying 50 to 100 miles offshore, we saw no yachts or ships.

Aruba is a pleasant Dutch city where almost everyone speaks some English. Prices are high on everything but Dutch imports, including many excellent cheeses. The Port Authority allows you to tie up at the commercial pier at no charge. There are beautiful beaches, excellent scuba diving and the island is just now beginning to attract substantial numbers of tourists.

We also stopped at the other two of the A-B-C islands, Curacao and Bonaire. In many ways they were similar to Aruba, but each had their individual charm. The diving at Bonaire is superb.

Then it was on to Venezuela, our first stop being Puerto Cabello. It's a pleasant city with a marina that offers good water and electricity. Unfortunately, they had no slips when we arrived so we had to anchor out a short distance from the dock. Early in the afternoon of the second day, while we were in town, some swimmers boarded our boat. Using a small wrecking bar, they ripped the drop-boards out. They took our sextant, hand-held VHF radio and some other items.



We now have plans to harden the entryway as soon as we can get stainless steel work done.

Subsequently we went to Los Roques, a group of coral islands 70 miles offshore of Caracas. They are mostly uninhabited, beautiful and the water is crystal clear. We were told there was lots of lobster and conch as well as fish. We got fish and some conch, but no lobster. There are innumerable anchorages among the islands, allowing you to seek out other yachts or be alone off desert islands. Months could be spent enjoying yourself here.

Our final destination was Cumana, 300 miles east of Caracas. A large port, Cumana has two yards capable of hauling yachts. We had our boat hauled to renew the bottom paint. In 2.5 days two shifts of workers hauled us, washed the bottom, applied one coat of primer and three coats of Interlux, and cleaned and waxed the hull from waterline to caprail. The charge for all materials and labor — we supplied nothing



'Phil' of Los Pelicanos; very likely the best friend cruisers have on the mainland coast of Mexico.

city with a large tourist trade. It was one of the few places south of San Diego where we felt confident enough to leave the boat. We

LATITUDE/RICHARD



LATITUDE/RICHARD

We left Cumana on November 22 and sailed directly to Tampa, passing around the west end of Cuba. The trip took 17 days in all. We lost the trades after four days and motored in dead calm for seven days. The Coast Guard boarded us at 0200 in the Yucatan Channel. We're spending the holidays in Florida before heading up to the Chesapeake. Next spring we head for Bermuda, back to Venezuela, Columbia, and the Panama Canal, then on to the South Pacific.

— george and anita rishell 12/15/87

Los Pelicanos Restaurant

Shahar — Haida 26

Hester Rumberg & John Holmberg
(Seattle)

We were fortunate to learn of a restaurant, Los Pelicanos, in Bahia Navidad, about 25 miles north of Manzanillo. It seems like the only place on the coast that caters to yachties.

Owners Philomena and Trine Garcia are knowledgeable, helpful and interested in aiding boats in a variety of ways. Our friends Beaux and Annie Hudson on *Lionwing*, remembering Los Pelicanos' hospitality from a couple of years ago, marked the spot on our copy of *Charlie's Charts*.

It's easy to enter Bahia Navidad and the anchorage is generally not too rolly. There aren't any problems with dinghy landings on the beach. The bay is pretty and snorkeling is good. There are two towns, Melaque and Barra de Navidad close by.

The restaurant itself is straight ashore from the anchorage recommended in *Charlie's Charts*. You can safely leave your dinghy in front of the restaurant while doing errands in Melaque, which is a ten minute walk.

The sign under the restaurant's name says, "Your home away from home; speciality of the house is friendship". It certainly is! Phil remembered all the details of Beaux and Annie's stay as well as every other yacht that has visited. She monitors Channel 16 for emergencies and also uses it to invite newly anchored boats to come in.

Phil will introduce herself, sit down at your table, have a cup of coffee and ask you about yourselves. Phil was born in Carbonale, PA, lived in New York and L.A. where she earned several degrees in cosmetology. Six years ago she moved to Mexico with her

— came to less than \$400 US!

How can they do it? The paint licensed by Interlux for manufacture in Venezuela costs just \$12 a gallon. Yard cost for good painters is \$12 a day. Outside of the yard a general laborer to do sanding, varnishing and so forth is \$4.50 a day. A woman can be hired to clean for \$2.50 a day.

The cost of all goods such as fuel, food, beverages and restaurant meals is government controlled. Ceiling prices are printed as integral parts of labels or stamped on the ends of cans.

The international price for diesel is 55 cents a gallon. At gas stations it is 4.5 cents a gallon.

Anything produced in Venezuela — which includes a great many tools, clothing, shoes, petroleum products and canned goods is very inexpensive but the quality quite good. Filet mignon at \$1.15/lb and is more tender than most available in the States. Beer is \$4 a case. Rum is between \$1-\$2 a litre. Gran Marnier, Kahlua and

Claude and 'Quetzal' anchoring at Union Island, a long way from their home port of Sausalito.

such are \$2 a litre. Restaurant meals are about \$4 for filet mignon and \$5 for lobster. Beer is 25 cents and coffee is three cents a cup!

Some items which must be imported but are vital to the developing economy are subsidized by the government. A 5 hp Yamaha sells for \$400; a small Honda generator is just \$100. Nylon and dacron line is a quarter of the Stateside cost.

There were many French boats in Cumana and a number from the United States. American boats included *Encounter* from Detroit; *Nightwatch II* from Hollywood, Florida; *Inshallah* from San Francisco; *Navigo* from Miami; *Honey II* from Wilmington; *DeLam* from Houston; *Beach House* from Galveston; *Southwind* from San Diego; *Pacifica* from Portland; *Arkadia* from Alameda; and, *Scarecrow* and *Blimey Limey* from Marina del Rey.

Mexican husband, Trine. They put their money into a banana and coconut plantation and a restaurant of Phil's in Guadalajara. A hurricane wiped out their plantation but not their energy or humor.

Phil started Los Pelicanos on November 24, 1984 when she welcomed Rod and Linda from *Yellow Rose*. They, along with Mark Philbert on *Escapade*, spread the word. Then someone needed some hardware for a boom. After helping them obtain it (after learning exactly what a boom was), Phil's interest in boats, their crews and needs, grew. She now feels that yachties make up a small but significant part of her business.

Phil and Trine provide the following services:

- ✓ Ice or purified water delivered to the restaurant for you.
- ✓ Arrange for deliveries of propane, diesel and gas.
- ✓ Sell cases of beer at *deposito* prices.
- ✓ Exchange money & traveller's checks at bank rates.
- ✓ Provide information as to the whereabouts of needed items.
- ✓ Take messages for crews and other boats.
- ✓ Hold or forward mail. The address is APDO #96, San Patricio, Melaque, Jalisco, Mexico.

In addition, Phil holds Thanksgiving, Christmas and St. Patrick's Day parties each year. She has baked birthday cakes on request. When George and Jessica on *Ballamar* decided to get married, she put on a wedding at the restaurant and assisted with the paperwork. She puts up a jar of homemade garlic spread for Jim and Sue Austin on *Whisper* when they return yearly. Phil can do just about anything, so stop by for a great meal and to meet a remarkable woman who loves yachties.

P.S. We left Seattle at the end of August, having been cruising Mexico since November, and we're leaving for the Marquesas in March, and eventually New Zealand. In 1984, a year after getting married, we sailed our boat from Seattle to Hawaii and back.

— hester & john 1/13/87

Hester & John — Phil is relatively well-known to long-time readers as a very good

friend of yachties. Your fine little Changes, however, was an excellent reminder to folks new to cruising in Mexico.

**Beaumaris — Niagara 35
Gordon & Nancy McLarty
Whangarei Harbor, New Zealand
(Vancouver, Canada)**

Latitudes arrive from unexpected sources! This time we received the November '87 issue from a Californian who is house-sitting in Keri Keri.

We were most interested in John Neal's comments in *Changes* about *The Changing Cruising Scene in French Polynesia*. We feel the piece was aptly titled as this was our experience regarding bonds and visas when we were there from May to October of '87:

We also arrived *sans visa* at Hiva Oa in the Marquesas. We easily obtained a three month visa stamp on our passports and there was never any discussion about having to go to Papeete for our first visa. As of January, the visa rate was \$30/person.

You can only get a visa from the *gendarmes* after the bond money has been deposited with Indo-Suez Bank, and this has to be done within 15 days of arrival. The visa is back-dated to your date of entry in the country. You then have 90 days to enjoy French Polynesia or request an extension in Papeete.

The bond for Canadians was \$1,900 Canadian. Because of the falling dollar, the bond for American rose from \$800 to \$1,200 each. Many were caught by surprise.

Contrary to what the French consulates suggest in the U.S. and Canada, we advise not getting a visa or posting bond until you arrive in Polynesia. We know of cases where prepaid bond money was temporarily misplaced or cases where additional bond money had to be put up in order to cover the value of the fluctuating dollar. Other cruisers who arrived with six-month visas ended up having to go through the same extension process we did. Visas obtained outside of Polynesia were simply ignored.

Most U.S. and Canadian cruisers post bond and get visas as they are required to. Many European cruisers, however, simply sneak around and ignore the whole process. The cost of bonds for Europeans is very steep.

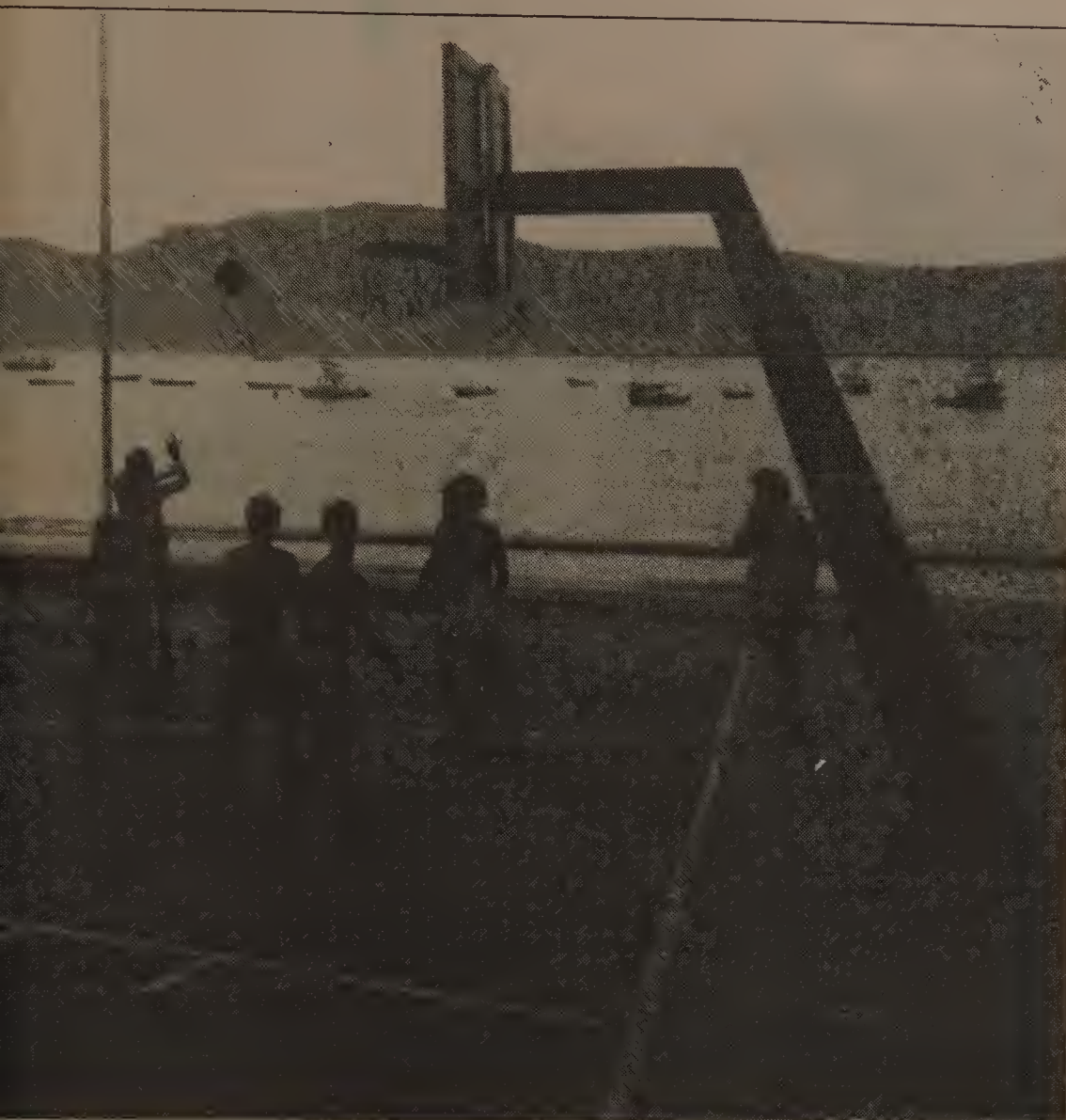
We were aware of the September 1 deadline that John Neal mentioned for



foreign yachts to be out of French Polynesia. It came and went with November 1 seeming just as satisfactory. We caution everyone that the French Territorial Government is in a transition and that the left hand doesn't know what the right is doing. The September 1 departure deadline may be enforced this year, so cruisers may consider arriving as early as March. In any event, be prepared to go with the flow.

By the way, we thoroughly enjoyed French Polynesia, our 75 days in the Marquesas ranking at the top. It didn't seem too expensive as long as we avoided restaurants and bars. We had a boat full of provisions from home and Mexico. In addition to the *bagettes*, a terrific buy is frozen chicken from Arkansas at just \$1 a pound!

P.S. This fall we learned through the Canadian embassy in Mexico that the Mexican Navy has been held responsible for last March's collision with cruising boats in La Paz. We were also informed that we must now present our claim to the district attorney's office in La Paz by way of a Mexican lawyer. We are presently investigating what's involved in the process. Perhaps



TIM STAPLETON

we're halfway there!

— gordon & nancy mclarty 1/5/87

RxScape — Catalina 25 Art & Cathy Fouch Baja By Trailer (Williams)

After seeing requests in *Latitude* over the years concerning trailering boats to Baja, we thought some of your readers might be interested in our observations. Our family, which includes two teenagers, has been trailerboat sailing for seven years now, and each of our two week vacations has been spent in either the San Juan Islands or in Baja.

Up until this year, a Catalina 22 was the boat we used. But with two growing teenagers, we needed more room. Thus we moved up to our present Catalina 25, which is about double the size and weight.

At the end of November, we returned from our most recent trip to Baja. Like two of our previous ones, this was to the Bahia de Los Angeles region.

After buying insurance at the border — for just the days we expected to be driving — and getting our tourist cards, we crossed the

Basketball is a big favorite on the Z-town waterfront. They should set up a home and away series with the beach players of Laguna.

border. Because there is now some semblance of a freeway which skirts Tijuana, you don't have to tackle downtown anymore. Take note, however, if you're not in the third lane from the left you could very easily find yourself headed for Tecate — or worse yet, being funnelled into downtown.

The first 75 miles south to Ensenada is on a nice toll road. At Maneadero, just south of Ensenada, they are once again validating tourist cards. But since nobody was in the office, we just kept going.

We finally caught up with our buddy boaters, Lance and Julie Toomey of Gilroy with their Balboa 26, in Santa Tomas, about 100 miles south of the border. We had lost them in Tijuana. The night was spent in Colonia Guerrero at an excellent campground with hot showers (a Baja luxury) and clean bathrooms with toilet paper (a northern Baja rarity). Total cost was \$4 a night; we could have got a 25 percent discount if we'd been on a first name basis with the owners. There

was also a restaurant on the premises, where the six of us had breakfast that cost a total of \$10.

On previous trips we have spent many nights camped on the high desert farther down the road. However, it's often difficult finding a place to pull off, especially when towing a boat.

Though we found the road to be in such good condition that it put I-5 to shame, the final 40 miles of secondary road to Bahia de Los Angeles put our trailer through a stress-test. An aluminum brace sheered, but in less than an hour and for less than \$10 we had a new one of steel welded in place. Our driving time from the border to Bahia de Los Angeles was 11 hours.

We launched at Villa Vita; it cost \$6 for in and out. The first day of parking the car was \$3, each day after was \$1.

In all, we spent 10 days sailing, anchoring at places like Don Juan Cove, Pescado Bay (our favorite), Estanque, Isla Partida, Isla Coronado and some others. There was shelling, line and spear fishing, clamming and hunting for scallops. In addition, we saw two large eagles and their six foot tall nests. We had all kinds of wind, from calms to 25 knots. Some days it was surprisingly cool, other days it was warm. The water temperature was between 70 and 80 degrees.

While we spent ten days on the hook, others need not be so adventurous. You can stick closer to home or even daysail. We carry two Danforth anchors and 20 feet of chain and have never dragged anchor.

This was our first trip with a motorized dinghy, and it was fantastic. One half gallon of water per day, per person is our rule. It's worked fine.

The *Sea of Cortez Guide*, *Charlie's Charts*, *Baja Cruising Notes*, *The Manificent Peninsula* and Gerry Cunningham's strip chart were all very useful. Three years ago we sent Leland Lewis \$35 for the newest edition of the *Baja Sea Guide*. We still haven't gotten our copy.

If anyone would like to speak to us by letter or phone about trailering to Baja, feel free to write or call us at Box 37, Williams, CA 95987 or (916) 473-2468 (morning or evenings).

— cathy and art 12/28/87

**Christmas in Z-Town
Capella — Polaris 43
Laine & Janet McDaniel
(Carmel)**

Following *Latitude's* suggested itinerary for cruising Mexico, we headed south from Cabo in November. We sailed from Las Hadas on December 12 for an easy passage to Zihuat, finding only a few cruisers in the bay. Most of them departed promptly for points south, *Airborne* and *St. Brendan* among them.

The bay was comfortable with easy, safe access to the beach. The town is great — lots of restaurants and shopping at reasonable prices. Ice on the dock at 0730 daily and good groceries are also available.

From the way all the cruisers talked on our way down here, we figured Z-town would be packed for Christmas and New Years. It wasn't. There were only a few boats. In fact here's a list of them:

The Pali, a Nevins 56 from San Diego which may be headed for the Caribbean. Michael Synder is the captain, with Linda, Nic, and Lyndsey Snyder. Also on the crew are Kati, Jeannie and Heather Clancy from Palo Alto.

Trinity, a 36-ft trimaran from San Francisco on her way to Acapulco. The captain is Bob and Margarite Ocegueda (I hope I got the spelling right!), and Marica Kempers. Ship's cats are Tubs and Tina.

Jubilacion, Al & Barb Butler's Hans Christian 36T from Candy, Oregon and Long Beach. Z-town was their southern-most destination. Incidentally, this is the Butler's fourth trip to Mexico.

Illusion, a Peterson 44 from Long Beach with Pat & Delores Bobson that's headed for the Caribbean.

Pilot, a Bristol Cutter 32 from Long Beach with Bea & Charles Willis. They're headed for Acapulco.

Westwind, a Peterson 34 from Belvedere with Ward and Margaret Wright. Like *Illusion*, they're headed to the Caribbean.

Capella, from San Francisco with Laine and Janet McDaniel. Z-town was as far south as they planned to go.

Spirit, Jerry Williams and Shari Wilson's Pearson 42 ketch from Sausalito.

And last but certainly not least the wild group on *Moaia* headed by Capt. Louis T. and Evard Grabe.

Our only complaint has been the heat. It's much warmer down here than Las Hadas, with less or no wind. It was plenty south for us, and we're more than glad to be heading on our way north after a three week stay.

Zihuat has by far the easiest clearing we've seen. We had absolutely no problems with the locals and there was lots of basketball to watch on the waterfront. The quality of the water on the dock was the subject of much debate, the consensus being it was alright if you treated it. All in all, it was a fine place.

We're spending a week in Las Hadas where it is much cooler. We'll soon be headed north, eventually reaching La Paz by March.

— Laine & Janet 1/12/88

Laine & Janet — We're not surprised that there were just a few boats in Z-town. Most people don't get that far south, particularly before the end of January. But for our money they're missing a lot, especially if they're one of the 300 boats freezing in a norther off La Paz.

A word of caution; going north too soon can be chilly. We once spent an early February in Puerto Vallarta and San Blas during which the fog — yes fog! — was so thick you couldn't see the bow from the cockpit. Afternoons were moderately warm, but mornings and evenings were socked in. Admittedly, it's a very rare phenomenon.

**Southbound — Bingham 32
Stephen J. Brown
Costa Rica
(Santa Cruz)**

The enclosed photo shows *Southbound* intentionally hard aground for the first time ever. Only the intentional part is a 'first', not the aground part. I first discovered my cruising tub wouldn't heel over more than 40° after driving her up on a coral patch in Fiji a few years back. So here I took advantage of the fact to do a quickie bottom job in Puntarenas.

Since last writing you after my Red Sea transit last April, *Southbound* has changed a few latitudes. I sailed through the Strait of Bonafacio at 42° last July. Since then I've dipped as far down as 7° coming out of the Gulf of Panama in late December. Now for the long uphill leg back to Santa Cruz at 37°. At 19° I will cross my outbound track to the



Marquesas three years ago, and thus by the time I get home will have completed a four-year singlehanded circumnavigation.

My favorite countries in the Med were Turkey and Egypt. Everywhere else is hopelessly overcrowded and overpriced. Charter yachting on a grand scale has invaded all of the Aegean and west coast of Turkey. No sense of discovery or even tranquility remains — at least during the summer months. Bareboat flotilla charter organizations shuttle fleets of 12 charterboats into what once may have been pristine anchorages. It's literally 'bring your own crowd'; Europeans love company!

I counted over 185 yachts in one small harbor in Sardinia and almost as many at another in the Balearics. You almost didn't need a dinghy to get ashore. The wind is nil to contrary — mostly nil.

Needless to say, I scurried out of the Med into the Atlantic ASAP. The Canary Islands offered similar conditions, however relief from the tourists and tourist price structure



LATITUDE/JOHN R

boat. I must say that by the second day's easier decents on the Pacific side they had improved. Even the less able fellow had learned to refresh the pilot and my drinks as we toasted the re-entry of *Southbound* into the Pacific on Christmas Eve!

So far for the uphill trip to California from Panama I've had nil wind. But up ahead are Papagayo and Tehuantepec.

P.S. My boat was owner-completed at Moore's Reef in Santa Cruz and launched in 1982.

— stephen j. brown 1/10/87

Stephen — In all fairness, we think you'd better brace yourself. The Papagayo's and Tehuantepec'ers may pound you, but if you think the Med was overcrowded, you're going to be stunned to see what's happened to California since you left four years ago.

Cruise Notes:

"To be or not to be," has been one of the great dilemmas in the history of Western civilization, eclipsed only by eternal decision faced by cruisers: **Do we drag the dinghy** and outboard behind the boat and risk losing them, or do we go to all the trouble of hauling them up on deck?

One of the difficulties in making the decision is that it's often irrevocable. If you decide to drag the dinghy and the weather goes bad, it becomes difficult if not impossible to haul the dink and outboard on deck. One time we were taking *Big O* west across the often rough Sombrero Passage from Anguilla to the British Virgins; we figured that if the weather kicked up we'd temporarily seek shelter in the lee of tiny Dog Island to haul the dink up on the davits. The weather did kick up, unfortunately to the extent that the swells were wrapping all the way around the island. We had no choice but to drag the dink 75 miles through the night. *That time* we lucked out and didn't lose the dink and outboard.

For some passages, the question of whether or not to drag the dinghy behind is an easy one. You don't sail between Seattle and Point Conception towing a dink unless you're *trying* to lose it. On the other hand, there are many places in Southern California and Mexico where you can almost always tow a dink without concern.

Of course, nothing is certain. In this *Changes* section you'll see a photograph of

may still be had at the outer islands.

After getting pinned in an exposed harbor for almost a week by a series of nasty southwest fronts, I made the 2,500-mile crossing to Barbados in 20.5 days. It was non-stop force 3-4 trades. Yachts sailing in the second Atlantic Cruisers Race one or two weeks later than I experienced an unseasonable collapse of the trades. Some had dipped to the Cape Verde Islands with better luck.

Southbound was stopped for the second time on the circumnavigation off Columbia. The first time was off Mexico's Cedros Island on my way out. The more recent search was a little more thorough. Aside from the usual 'safety check', one fellow juggled the phrase "space accountability" around as he expanded the search beyond looking for the usual 'hazardous materials' in the bilges. *Southbound* came away clean, although I should have been given a courtesy plaque.

The Panama Canal transit is slightly more dramatic now, with the two-day transit com-

Chic and Nancy of 'Airborne II' were lucky to get 'Chute' back.

mencing only on Tuesdays or Thursdays. Most yachts trade off crews to fulfill the four-linehandler (plus captain) requirement. Singlehandlers would be hard-pressed trading off their labor for what could be two or three weeks worth of transits. Few yachts could wait that long at the other end for the payback. So rather than deal with this, I managed to hire four kids at a bargain price. I got what I paid for, too, but fortunately went through the difficult uphill locks rafted alongside French and Australian yachts.

I was the portside end of these raft-ups, so I only needed lines to the sidewall. Crews from the other yachts boarded *Southbound* to assist my fumbling and dangerous crew. Despite instruction, the kids had lines lead out between lifelines, wrapped counterclockwise around winch drums, etc., etc. It was their first transit as well as their first time on a

CHANGES IN LATITUDES



TIM STAPLETON

the crew of **Airborne II** out of Victoria, B.C. One afternoon in Banderas Bay, skipper Chic Goodman and crew Nancy Bollinger decided to drag the dink behind because they only planned on motoring the few miles from Puerto Vallarta to Yelapa. However, Yelapa had always been a petulant anchorage, and when they arrived they didn't like what they saw. Not only would it have been unpleasant to anchor for the night, but unsafe to try and ship the dink. So they headed around Cabo Corrientes dragging *Chute*, their inflatable dink.

Sure enough, as soon as it was dark the dinghy painter broke and the safety line slipped off the cleat. Luckily Bollinger heard the painter part and was able to set a reciprocal course. Soon the inflatable and Honda 10 hp — probably a \$2,500 value — were quickly recovered. Like everyone who has ever even temporarily lost their dinghy, Goodman and Bollinger have vowed to always go to the trouble of shipping the dink and outboard. Such vows, unfortunately, usually have the lifespan of a New Year's resolution.

There are a lot of variables involved with towing dinks. Depending on the material and hull shape, there can be great differences in their ability to be towed. We've had an Avon 3.10 that we've towed behind our boats for years. With the engine removed, it's lived well with heavy seas but has demonstrated a tendency to flip in over

Capt. Louis T. and the terrifying crew of 'Moia'.

25 knots of wind. Once flipped, inflatables tend to bury their noses and create all kinds of strain on the painter and floorboards. We've also got an 11-ft Boston Whaler that serves as the tender to *Big O*. We've towed it from one end of the Lesser Antilles to the other with no problems, even at speeds of 11 knots in confused swells and high winds.

Painter length is critical; it must be adjusted to match the rhythm of the waves. Sometimes it's necessary to have a long painter and let the dink 'skate' all over the ocean behind you. Other times nothing but a very short line will save your dinky.

Veteran cruisers know that there are certain laws that apply to the towing of dinks:

- ✓ If you've got two dinks, it will always be the good one with the expensive outboard that's being towed when the weather turns sour.
- ✓ The probability of losing your dink is proportional to the difficulty you'll have trying to find a replacement.
- ✓ Dinks rarely break loose in daylight.
- ✓ Dinks that do break loose during daylight hours aren't discovered missing until dinner is served.

Richard Ray, our man in Auckland, reports that the magnificent **Diabliesse** recently pulled into port. Some of you will remember that the 92-ft aluminum beauty

caught fire during construction in France, was purchased by a Stockton gentleman who had her refinished and then brought her to Newport Beach and San Francisco. Subsequently she was sailed to the Caribbean where she was purchased by a Washington, D.C. businessman who is now circumnavigating the world.

Is there a downside to **ham radio**? For years now cruisers have extolled the many benefits of ham radio, ranging from safety to social pleasures. But now, according to a study by a doctor in the Washington Department of Social and Health Services, it appears that ham radio operators may be dying of cancer at an abnormally high rate. The finding would seem to support other recent studies that have linked electromagnetic fields to cancer. Apparently electromagnetic fields can disrupt the body's natural immune system, modify the production of hormones and help promote the growth of tumors.

Dr. Milham studied the deaths of nearly 3,000 ham radio operators in Washington and California between 1979 and 1984. During that time he found 36 cases of leukemia when 29 were expected; 89 cases of lymphatic and blood-forming organ cancers rather than 72; and 78 cases of prostate cancer when 67 were anticipated.

Ham radios, it should be noted, are not believed to be particularly dangerous. In fact, if you're out cruising with a ham radio, you're probably exposed to far fewer electromagnetic fields than if you were living on land back in the States.

"Life in the far south is great," write Lin & Larry Pardy of **Taleisin**. "We have opened a tiny boatyard at the bottom of our garden path. Our first customer, the owner of a 47-ft wooden cutter designed by Giles, departed after five weeks on the grid with a smile on his face and his boat looking smarter than when it arrived.

"We've had to take on a bit of work to finance the completion of the book Larry is doing on boatbuilding as well as our research on adhesives for marine applications. Fortunately, the research department of the University of Auckland has provided wonderful information and a research fellow specializing in materials engineering to do comparative tests we can use. Maybe we'll get some really waterproof epoxies someday."

Happy cruising!

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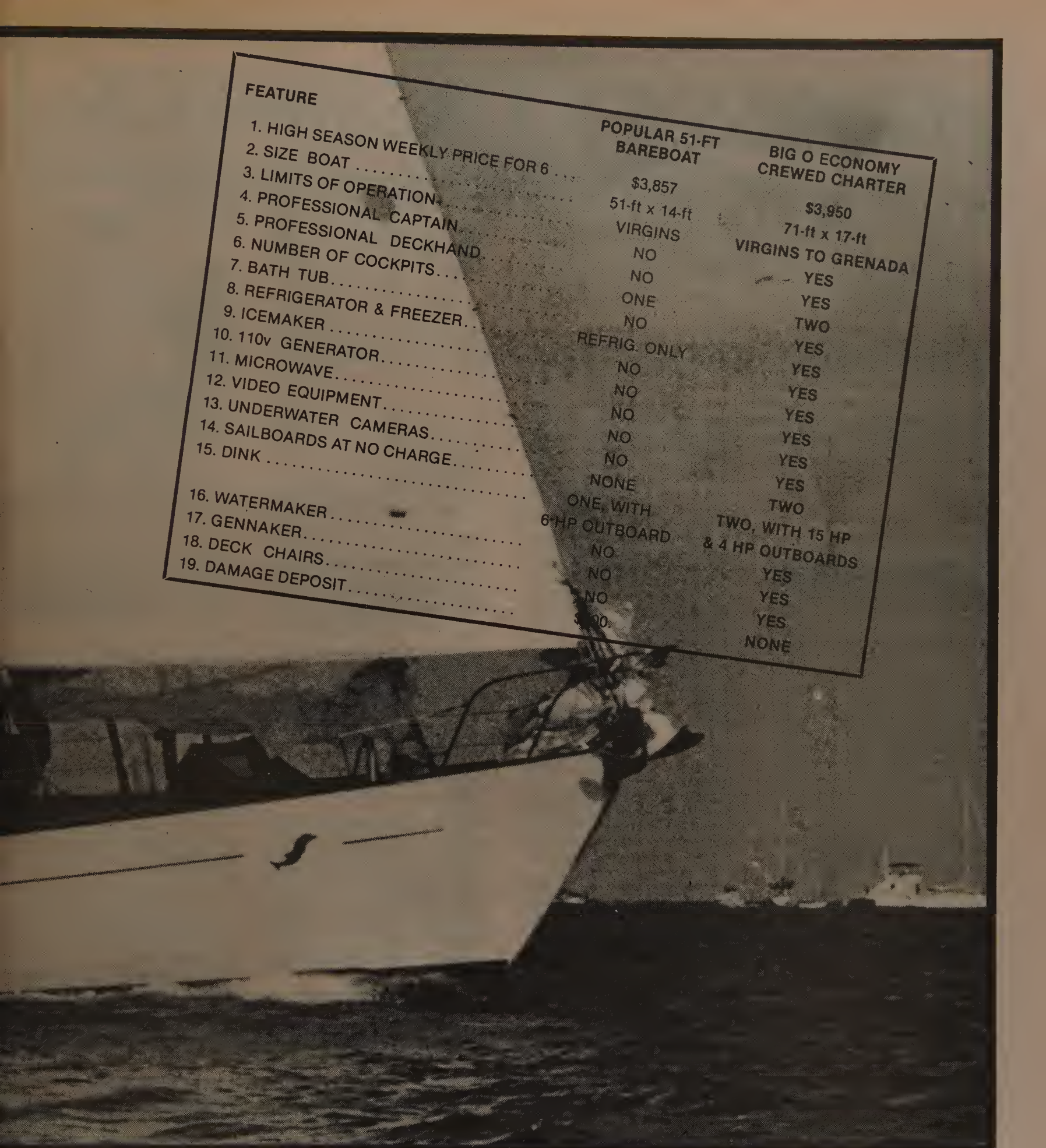
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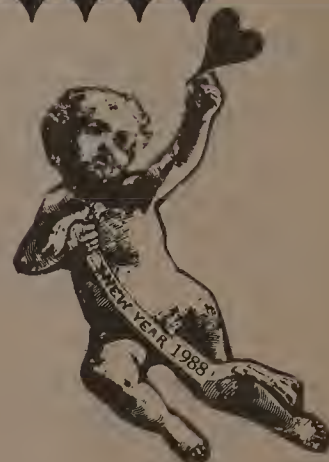
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ERICSON 27, 1977. Diesel, wheel, new North main, lines lead aft, teak interior, electronics, radio, alcohol stove, dinghy, whisker pole, fenders, 2 anchors & lines & much more. Asking \$20,300. Tom (408) 259-3060.

PEARSON 323, 1982. Excellent condition. Volvo dsl, hot & cold press. water, propane oven & range, VHF, depth, knot, battery charger, dodger. (415) 254-1892.

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51-FT CULVIN STEEL SCHOONER FOR SALE Great ocean cruiser. Equipped to live aboard. \$68,000. (415) 776-4867 for details.

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46-FT GAROEN PORPOISE *Morning Star* completed her 8-year circumnavigation in 1981, after which the book "Voyages of Commitment, Morning Star Around the World", by Ray Triplett, was written. She is solid teak, low maintenance (since we choose not to varnish or oil). Her interior was hand-carved in Bali. She is a powerful sailing yacht & a very comfortable liveaboard. Ketch. 80 hp Perkins dsl (rebuilt). Surveyed for \$125,000. Asking \$105,000. Linda (415) 331-4531; (415) 851-5177.

LIFERAFTS & DINGHIES

FOR SALE: ZODIAK GRAND RAID MARK II with 25 hp Mercury. Great dive boat & runabout with aluminum floorboards. Used less than 25 hrs. use. \$3,750 or make offer. (415) 522-1953.

ACHILLES LIGHTWEIGHT DINGHY. 8'4" LOA, 2-3 person capacity, 2 wooden seats, oars. Weighs only 58 lbs. Less than 5 hours on 2 hp Suzuki. \$450/offer. Tim (408) 436-0422; (408) 395-0969.

AVON 3.40 ROVER INFLATABLE. 6-person, 1,000 lb. cap., with oars, pump, seat, launching wheels, bow dodger, chafing strips, well cared for, excellent cond., super yacht tender, fishing boat or family toy. \$1,095. (415) 598-0868.

ROWING BOAT 16'9". Herreschoff/Gardner design. Featured in "Classic Small Craft II". All wood. Flotation under decks. 8' spruce oars. Two fixed rowing seats, one stern seat. (415) 388-0900.

FOR SALE: FATTY KNEES, 7' sailing dinghy complete with sails. \$800. Call (415) 331-1610.

DINGHIES: FOUR TO CHOOSE FROM. Three hard dinghies, one inflatable, complete with oars. Taking up too much space, must sell! Call John, 261-0100.

MULTIHULLS

52-FT CATAMARAN. 60' cutter rig, aluminum beams, mahog. ply hulls, 18 hp diesel on deck w/hoistable prop. Propane galley, heat. Needs hatches. Details, (206) 385-7605. \$35,000.

SEAWIND 24 CATAMARAN with fold-up trailer. Moving to Pacific rim is reason for selling this 16-ft wide very complete mini yacht/racing cat. Catamaran that folds up on trailer and yet sleeps 4. Original cost \$28,000/offer. 6 months young. Micro 44 bottom. Berth available. (415) 483-1172.

PIVER'S OWN NIMBLE I, the first Trans-Atlantic trimaran. 30' LOA, cutter rig, 5 sails, alum. spars, 4 hp o.b. Own a real classic! \$14,000/OBO. Write: Nimble, POB 808, Coronado, CA 92118.

31-FT SEA RUNNER TRI. Cutter rig, 95% complete. Balinger spars, Larsen sails, Barient's, Schaffer hardware, o.b., etc. Must sell for below outfitting costs. Make offer. Possible trade. (916) 966-5975.

34-FT CATAMARAN, 1980. Beam 18'; hull beam 6'. Sleeps 4 to 6. West epoxy-ply-fir construction. Unstayed junk rig. Has cruised family of 4, Alaska to Mexico. Easy handling. Good liveaboard cruiser. Asking 25K. Gary Lepak, (415) 331-2910.

POWERBOATS & HOUSEBOATS

38-FT HERRESCHOFF POWER LAUNCH. 1979. Perkins dsl, 10 kts at 1 gph, low hours, 2 berths fwd, hardtop/canopy over long deck aft, safety gear, VHF, stainless steel & aluminum fittings, tandem axle highway trailer included. \$14,500. (209) 897-2757.

14-FT OFFSHORE style deep vee, seats 4, upholstered, handles 55 hp. Very sexy. \$3,000 value; will sell \$1,800. (916) 776-2046.

47-FT HOUSEBOAT, 1978. Steel hull, twin V-drive, 300 hrs. from new. 7.5 kw Kohler, VHF, ds, new carpets, roomy, sleeps 8, clean. Will trade for 42'+ cruising sailboat, if needing mechanical work/clean up still considered. (415) 684-2678.

HIGHLAND FLING. 35-ft Bay & Delta cruiser. Sound wood hull, cedar on oak. New bottom paint 1987. Full galley with refrig. Single screw Chrysler Crown in excellent condition. Bright & sunny, great for liveaboard! \$10,500/OBO. (415) 986-8184 Brad; (415) 337-1000 Susan.

48-FT CLASSIC MOTORYACHT — \$17,500. Cedar on oak, excellent liveaboard, good condition, shower. 331-4535.

PARTNERSHIPS

ALL OFFERS WANTED — MUST SELL 1/4 OWNERSHIP in Pearson 10 Meter. No longer able to use. Comfortable 33' f/g cruiser, dsl, stove/oven, VHF, wheel, new sails, berthed convenient S.F. Gas House Cove, congenial co-skippers/owners. Asking \$9,000/B.O. Owner will finance. Days, 457-4600; eves. 453-1139 or 364-9786.

ERICSON 26+, 1984, 1/2 INTEREST. Sleek, family racer/cruiser in superb shape. Has in-board dsl, spinnaker, 3 jibs, dinghy, depth/knotmeter, and S/S radio. S.F. or Sausalito berth. \$12,500 and \$195/mo. berth & insurance. (415) 566-5407.

COLUMBIA 9.6 (32-FT). Great partners transfer forces sale. Fully equipped. Diesel. Berthed Clipper/Sausalito. Use every fourth week & when not being used. \$9,500 plus \$85 monthly or \$1,000 plus \$200 month (includes berth, maint, insure, principle, interest). (707) 528-6797, Steve, or (916) 685-4567, Ed.

PARTNERS WANTED. 1982 Dufour 31, Frers designed sloop. Excellent condition. \$16,000 buys 1/3 equity, or arrange payments. Call for details. John Crist, (415) 777-6700 days; (415) 453-8100 evenings.

PARTNERSHIP. 1/2 interest in 30' high-performance cruiser berthed in Santa Cruz. Sail Monterey Bay in exciting comfort. \$1,500 buy-in & \$300/mo. (408) 338-4859.

TIME SHARE. A superbly maintained 32-ft cruising boat with none of the hassles & worries of ownership. Call about my Pearson 323 located at Emery Cove Marina. (415) 254-1892.

1/2 INTEREST — ERICSON 34R. Excellent condition, very fast, very well-equipped. 10 sails, Loran, autopilot, Avon with o.b., etc. Berth in Richmond or Sausalito. \$400/month. R. Bonneau, (415) 461-1350.

34-FT ERICSON, 1987, FOR SALE. \$25,000 for 1/3 ownership. Loran, hot shower, 35' hull with European cabin, full aft berth, sleeps 6 with ease, commissioned 5/87. Absolutely like new. Contact "Windemere", (415) 449-8100 work, 443-0534.

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BOUGHT BOAT, FORGOT THE CREW. Skipper urgently seeks fun people for weekend Bay sailing aboard his new Union 36 cutter. Minimum requirements: deck shoes, (beer optional). Andy, (408) 737-2042.

CREW AVAILABLE: 28-year-old male seeks passage from West Coast to Hawaii/South Pacific. Experienced racing/cruising Chesapeake Bay, Maine, Caribbean, Mediterranean, S.F. Bay. Available anytime after Feb. '88. Bill Homan, (415) 346-4528; 986-4200.

EXPERIENCED CREW WANTED. Pretorien 35 (French Swan). Must be committed, basic skills & gear required. Light maintenance assist. Weekend Bay & ocean cruising & light YRA racing. Call Marv after 6 p.m. (415) 334-1387, Richmond berth.

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CREW AVAILABLE: P.E. teacher, female, 24, Kiwi (from N.Z.), wants to cruise South Pacific direction, February. Capable Bay sailor. Willing to contribute boat maintenance & cooking. Call Belinda, (415) 567-0690. Wr: 3363 Washington St., S.F., CA 94118.

NEED CREW FOR WEST MARINE CRUISING TRANSPAC, July 4. 5/6 wk. commitment. Send resume. Will contact you on return from Mexico 4/15/88. Lenny Barad, 34300 Lantern Bay Dr., #52, Dana Pt., CA 92629. (714) 240-9939.

CREW WANTED NOW. Long-term cruise & operation of 70' certificated commercial, dive-charter, motoryacht. Departing S.F. 5/15/88. Hawaii, Micronesia, Asia. Must share expenses, have offshore experience, medical insurance, non-smokers. Prefer divers, watch standers, cooks, for family operation. (415) 583-9874.

PACK YOUR BIKINI: BAHAMAS/CARIBBEAN voyage aboard comfortable sailing yacht. Experienced bluewater SWM, seeking capable woman 25-45, to share cruising, laughter, adventure, warm water anchorages, star-filled nights. Resume & photo to: Spindrift, 1719 SW 17th St., Ft. Lauderdale, FL 33312.

WANTED: Lady for world cruising. 49-year-old, experienced, solvent, fun-loving sailor is on a serious quest to find a permanent first mate. Have well-equipped 45' cutter. Reply: Sailor, Suite 377, 2733 Shelter Island Dr., San Diego, CA 92106.

CREW POSITION WANTED: Responsible, intelligent, energetic, 26-yr-old female, well-suited for charter stewardess position or very helpful crewmember desires to sail the So. Pacific. Call Leslie, iv. mssg. (718) 896-8507.

CREW POSITION WANTED: Responsible, energetic, 29-yr-old male, boat repair specialist, with offshore sailing experience, desires crew position to Hawaii and/or So. Pacific departing anytime in '89. Will share expenses. Michael Heiner, (415) 499-8575.

GENTLEMAN, 63, SEEKING LADY to help sail to Marquesas & New Zealand starting April & taking 6 months. Should be physically fit, non-smoker, & have sailing experience. I plan to have some classical music aboard. Box 265, Livermore, CA 94550.

CREW. Experienced. 25,000 miles Mexico, South & Central America, Caribbean, Hawaii. Master & Ham license. Celestial & electronic navigator. Hable Espanol poquito. CPR, SCUBA. Excellent health, straight, non-smoker. Financially independent. Prefer cruising Mexico, So. Pacific & beyond. Caribbean, Med., wherever, okay. Depart anytime. John, (714) 493-9516.

UNIQUE WOMAN WANTED to help plan the sail & sail the plan. Extended cruising aboard Newporter 40 now being refitted. I'm 65, willing to extoll your uniquenesses. The best is yet to be. Call Rod, (415) 726-7970.

CREW WANTED. M/F. Cruise Mexico & beyond. Mature non-smoker, bluewater experience great but not mandatory. Willing to share expenses. Plan to depart by 1 May. Call Howard, (415) 839-3629 or wr: POB 533, Alameda, CA 94501.

PLANNING A LENGTHY CRUISE? I am compatible, competent, positive attitude, widow, 40's, attractive, athletic, slim, intelligent, non-smoker, offshore experience, will share expenses. Looking for well-maintained boat with experienced, sincere others/other. 6903 N. Lagoon Dr. #6, Panama City Beach, FL 32407.

CREW AVAILABLE: Male, 25, seeking delivery, cruising, whatever. Fix-it-all skills, strong, personable, hardworker. More enthusiasm than experience. After 7 years of college I need a change. Departure 5/88. Cris, (415) 934-6259.

JOB OPPORTUNITIES

HELP WANTED. Electronics technician. Leading East Bay marine electronics firm is interviewing technicians & installers. Good pay, working conditions & benefits. Long-term opportunity with advancement potential. Call John, 261-0100.

FULL SERVICE SACRAMENTO BOAT YARD needs boat maintenance worker, full or part-time for fiberglass repair, rigging & general sailboat repair. Needs skill with tools & ability to learn quickly. Interest in sailing helpful. (916) 635-1339, Tuesday—Thursday, 10:00 a.m. — 1:00 p.m.

SAILING INSTRUCTORS WANTED. Must have extensive experience, outstanding seamanship and communication skills. The Bay Area's most highly rated and busiest sailing school offers qualified instructors good wages, varied schedules, boat use privileges and excellent support/training. Call Dan at Olympic Circle, (415) 843-4200.

WHOLESALE MARINE DISTRIBUTOR has immediate position available for full-time counterperson. Experience helpful but not necessary — will train the right individual. Benefits include medical insurance & pension plan. Salary open. Call Mark at (415) 457-7070.

NON-PROFIT

GAY YACHT CLUB. Barbary Coast Boat Club. 800-367-2548.

OLSON 30 FLEET. Active racing fleet wishes to make contact with other Olson 30 owners and potential owners. Planning some lighter activities. Contact fleet secretary: Al Holt, P.O. Box 2162, Livermore, CA 94550.

BAY AREA WOMEN AT THE HELM. General meeting first Sunday of the month. BAWATH, a lesbian organization open to all women interested in sailing and boating. Join us Feb. 7th, General Meeting Brunch. Call 525-6198 for information.

USED GEAR

WWII MERCHANT MARINE SEXTANT by Leupold. With case. Mint. \$375. (408) 842-6865.

USED GEAR: Engine, Baldwin converted Johnson 2-cyl. 9.5 hp Inboard. Runs good, has extra lower drive with spare prop, muffler exhaust hose: \$800/OBO. Also, 5 hp ESKA o.b. motor: \$100/OBO. Call (415) 525-9077 days or 237-0929 eves.

MONITOR WINOVANE: \$850, includes spares kit; 35-lb CQR: \$175; 100' unused 5/16 galv. chain: \$75; 225' nylon 3-strand 5/8: \$50; 20 amp solar panel: \$125. (415) 332-6053.

ENGINE FOR SALE. Valmet 3-cyl., 3 litre 50 hp diesel complete with instrumentation & full spare parts inventory. Excellent company for after sales support. Uses one gal. per hour at 7 knots. Asking \$1,200. Call Paul after 7:30 p.m. at (415) 368-0724.

GENERATOR. Onan 7.5 kw diesel, completely rebuilt: new winding and cylinder sleeves, etc. \$2,500 firm. Phone (415) 456-4126.

SAILS FOR SALE. Fits 31-35-ft boat, J=13'9"; I=42'5". North mylar genoa, 135%: \$1,000; North 3/4 oz. spinnaker: \$1,200; North 1.5 oz. storm chute: \$900; blooper: \$500; Autohelm 2000 autopilot: \$500. Call Dennis, wk: (415) 954-6757; hm: (415) 527-5569.

HAM SET. Single sideband ICOM 745 with NYE tuner, 2 lorans, SRD model MLX with lat-o-long 99 waypoints, new 1985 JRD Model Ch XII time delay reading only, factory rebuilt 1985, all equipment excellent condition. (415) 865-1726.

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SEXTANT FOR SALE. Davis instrument. Brand new! \$175/OBO. Call (415) 387-5755, leave message.

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USED BALLENGER SPAR. 35' black anodized 4"x6" mast, single spreader with upper shrouds. Cut & plugged for deck-step tabernacle. Tapered section for lightweight boat. \$1,000/best offer. (408) 338-4859.

REED SAILMAKER. Heavy-duty portable sewing machine for sail repairs & canvas work w/hand crank and 110 motor. Excellent condition. \$475. (415) 234-3690.

MISCELLANEOUS

USED BOOKS/MAGAZINES on sailing/boating, some old, out-of-print and rare! Send 22 cent stamp for free list. Looking for a particular boating book? Try me! Art Spindler, 468 Touraine, Grosse Pte., MI 48236. (313) 885-7839 eves.

TRAILER FOR 'DRY SAILING'. Originally for Santa Cruz 27 (i.e., designed for fin keel ultralight approx. 3,000 lbs.). 1978 Trailcraft, single axle, surge brakes. Recent anticorrosion black paint. Best offer. Call Gunnar at (415) 323-2029.

SUBLET PRIVATE RESIDENTIAL 45' BERTH in Newport Beach adjacent to Bay Island effective 4/1/88 or sooner. There 2 years; waited 1½ years for berth. Elec. & water included. Shower & head shoreside. Has phone hook-up. \$600/mo., exactly what it costs us. (415) 771-8019, Ernest.

1984 SHORELAND'R. Double axle, 5,500-lb capacity, surge brakes. Originally for Cal 25. Extra wheel & tire, new. Excellent condition. Used once. \$2,500. (805) 466-9450; (408) 366-3209.

PIER 39, 50-FT SLIP FOR RENT (sublet). Located on east (pleasure) side of Pier 39. Excellent location, upwind slip. Call Doug, (415) 433-2846 day/eves.

IN LA PAZ. Charming casa for sale. One bedroom, furnished, new kitchen, nice yard, small pool. Storage building (or 2nd bdrm). Beautiful condition. \$18,500. Wr: 'Cats Cradle', Marina de La Paz, Topete 3040 y Legaspy, La Paz, BCS Mexico 23600. Call 682-2-96-61.

SAILBOAT TRAILER. 1987 E-Z Loader 28' deep keel capacity. 8,000-lb load. 8.75 x 16.5 E-rated tires. Galv. frame. 4-wheel surge brakes, bearing buddies. Fully adjustable. \$4,000/OBO. (408) 659-4015.

FOR SALE: Family membership, Club Nautique Sailing Club in Alameda. \$2,500. (\$250 off regular price). Price includes transfer fee. (415) 929-6941 eves/weekends.

HAVE 50K EQUITY In 3-bdrm, 2 bath, 1,100 sq.ft. Forestville, CA home w/view, private road. Want 45-50' motorsailer liveaboard ketch for Mexico cruising. House value \$100K. Write to: T.T., P.O. Box 5497, Santa Rosa, CA 95402.

33-FT CLASSIC CHRIS CRAFT SEDAN CRUISER. Beautiful! Perfect liveaboard. Charmingly appointed. New curtains, carpets, sofa covers. Delta canvas, window covers, etc. Microwave oven, refrigerator, electronics. \$14,000 or No. Calif. real estate. (415) 364-1002.

WANTED

WANTED: CATALINA 22. Swing keel, outboard, trailer. Fully equipped, well-maintained & ready to sail. Oave, 569-5738.

OUTBOARD MOTOR. 7.5 to 10 hp longshaft w/alternator. Also have 4.5 hp British Silver Seagull for sale, \$295 or trade. (415) 995-3462 days; (707) 745-8225 eves. & weekends.

WANTED: SEARUNNER 25' TRIMARAN by Jim Brown. Large cockpit version. BG, 1835 Virginia St., Berkeley, CA 94703. (415) 843-4512.

WANTED: SPINNAKER OR GENNAKER, 55' I dimension; storm staysail & storm trysail for 45' boat. SCUBA air compressor, Micropress swage. Call Dean, 781-4200; 567-2370.

EQUIPPING MY BOAT TO CRUISE, NEED cruising gear for Islander 36. Storm sails, Satnav, windvane, radar (or detector), liferaft, EPIRB, etc., etc. Jack, days (415) 791-8616; eves. (415) 582-1519.

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STEINER BINOCULARS WITH COMPASS in good condition. Call Bob Wrigley, (415) 654-5778 or leave a message.

WANTED: To videotape painting non-skid on a canvas deck for maintenance tape. Also need a wooden hull touch-up and wooden boat haul-out painting. Please call 332-9036.

COMMUTING PROFESSIONAL DESIRES liveaboard sailboat — weekdays only! Flexible on rent, terms & occasional stay ashore. Month to month okay. Non-smoker. Call Kevin, (415) 957-5624 wk; (415) 355-9305 message.

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NRDIC FOLKBOAT, MARINA GREEN SLIP. Varnished mahogany hull, professionally refinished. Epoxied bottom. Full boat cover (almost new). Excellent condition throughout. \$8,500. (415) 474-3007, please leave message.

1982 U.S. YACHTS 25' SLDDP. Moving, must sell! Best bargain on Bay. Volvo i.b., enclosed head, wind direction/speedometer, knotmeter/depthmeter, compass, VHF, stove, Pryde sails, sleeps 4, deep keel, new battery. Sausalito berth. \$16K/B.O. (415) 335-5077. See anytime.

CORONADO 27. Great starter or family boat. Excl. shape. 1985 SailOrive engine, 5 sails, knotmeter, VHF, depth, compass, full boat cover, cockpit cushions, inflatable raft, swim ladder, 2 anchors, etc. 10K firm. 943-7391.

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ISLANDE 26, 1977. I.b. eng., press. water, km, ds, compass, VHF, anchor w/chain & rode, 3 sails in excellent cond. Jiffy reef from cockpit, new upholstery, new canvas, 2-boat owner, must sacrifice. (415) 366-6163; (408) 249-4640. \$8,500.

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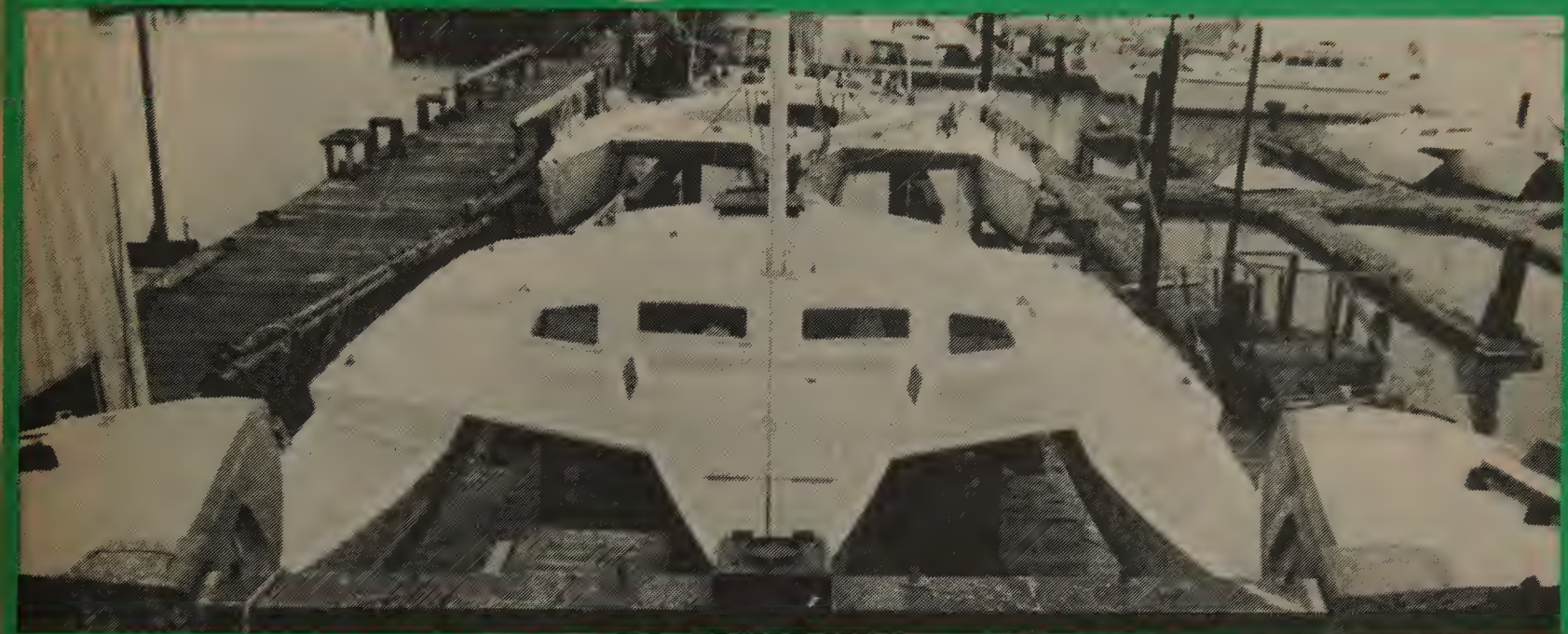
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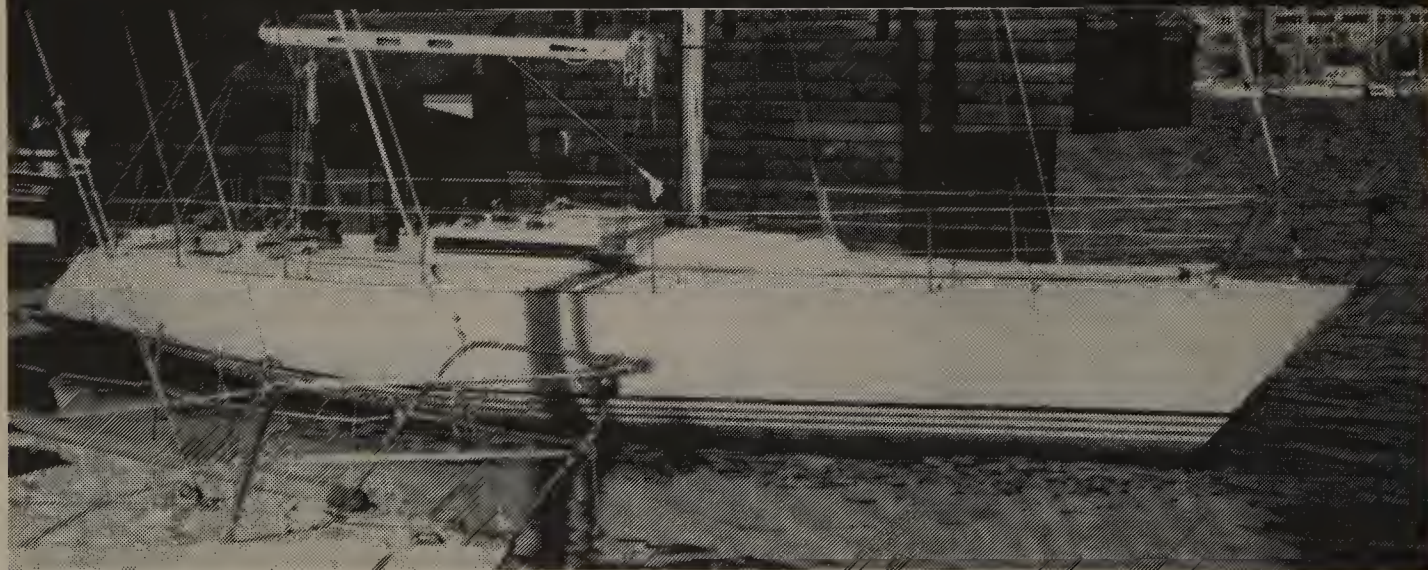
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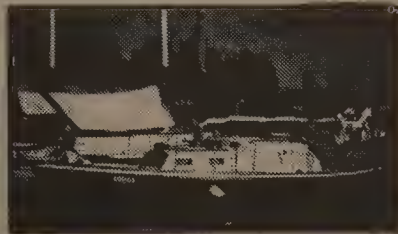
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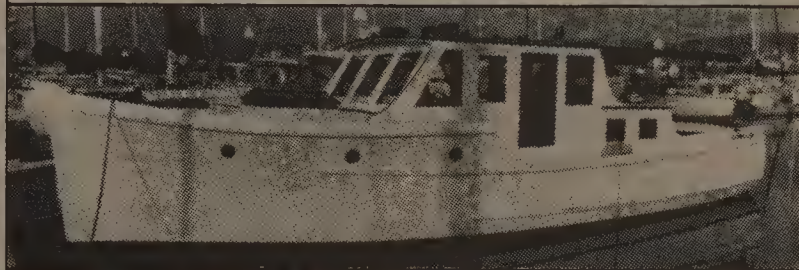
This is just a partial list of all the extras and special features included with this world-class yacht. "ARIEL" is beautiful, in perfect condition, and must be seen to be appreciated. With a replacement cost in excess of \$200,000, she is offered seriously at \$149,500. Call now for a viewing, or see "ARIEL" at the Shilshole Boatshow.

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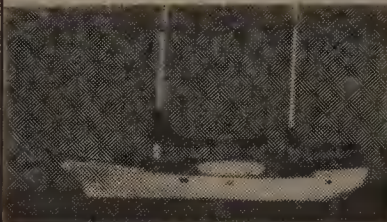
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34' GARDEN KCH '77. Dsl aux, dodger, offshore cruise equip. Bristol cond. **Reduced to \$25,000.**



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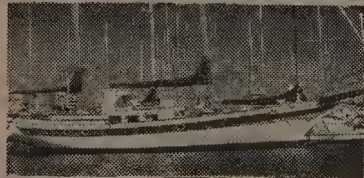
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UNION 36

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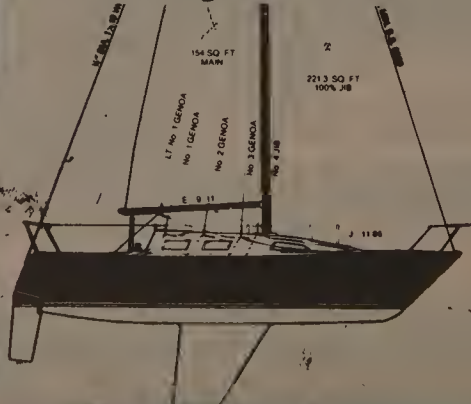
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- '85 Well Maintained
Separate shower model, owner leaving area.
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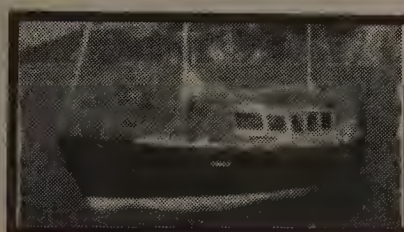
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The perfect boat for the serious cruiser. Brand new BMW dsl. **\$18,900**



1985 CATALINA 36

Cstm refrig., dodger, masthead navigation, ready for cruising. Very clean.



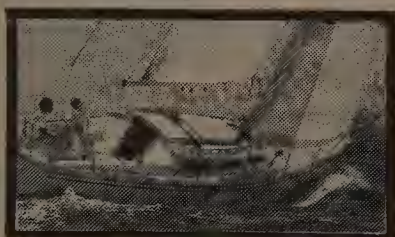
FISHER 34

Custom interior. **\$109,000**



NAUTICAT 40

All the options. Two from **\$185,000**



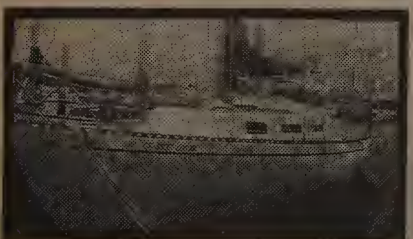
CATALINA 30

Six to choose from Starting at **\$24,900**



CATALINA 25

Very clean. **\$11,000**



SWIFT 40

Well built cntr ckpt cruis'g kch. Lrg all teak interior, 2 heads, 2 private state-rooms, windlass, full instruments, much more. **\$96,500**



PEARSON 28

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1984 JEANNEAU 32

3-cabin boat — private walk-in owner's stateroom, head & forward V-berth. Dsl, pedestal steering, really clean. **\$42,500**

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'80	25'	McGregor	5,900
'78	25'	Catalina	11,900
'81	25'	Catalina	14,900
'81	25'	Catalina	11,900
'80	25'	Capri	10,500
'80	25'	Ericson	12,900
'76	25'	O'Day	12,900
'70	26'	Ranger	13,500
'71	27'	Catalina	12,000
'76	27'	Catalina	14,000
'77	27'	Catalina	17,500
'77	27'	Catalina	9,900
'79	27'	Catalina	14,500
'78	27'	Catalina	17,000
'80	27'	Catalina	23,000
'83	27'	Catalina	25,500
'82	27'	Catalina	24,000
'76	28'	Pearson	22,900
'69	30'	Ericson	18,900
'73	30'	Tartan	28,000
'78	30'	Catalina	24,900
'78	30'	Catalina	30,000
'80	30'	Catalina	29,000
'81	30'	Catalina	33,000
'83	30'	Catalina	33,900
'83	30'	Catalina	34,500
'84	32'	Jeanneau	42,500
'84	34'	Fisher	109,000
'83	36'	Catalina	65,000
'85	36'	Catalina	69,500
'82	36'	Watkins	75,000
'82	36'	F-3	115,000
'84	38'	Catalina	69,000
'76	38'	Nauticat	128,000
'78	41'	Morgan	85,000
'79	46'	Morgan	150,000

EAGLE YACHT SALES

'84	22'	O'Day	9,500
'71	22'	Catalina	4,995
'84	22'	Catalina	8,995
'69	23'	Coronado	4,800
'72	23'	Ranger	9,995
'62	24'	Lapworth	11,500
'67	25'	Coronado ... (2)	6,000
'77	25'	Catalina	13,500
'70		Intern'l Folkbt.	10,500
'69	26'	Ericson	11,000
'68	27'	Santana	13,995
'71	27'	Catalina (7) ...	13,000
'69	30'	Ericson	27,500
'73	30'	Fisher	54,000
'73	30'	Islander	24,900
'79	30'	Catalina ... (5)	30,000
'82	30'	Catalina	34,500
'74	3-30'	Cal	25,000
'60	33'	Voyager	24,995
'70	34'	Bristol	29,995
'71	34'	Colombia	30,900
'80	34'	Wylie	49,500
'69	34'	Islander	34,000
'79	36'	Allied	79,995
'77	36'	Islander	55,000
'83	38'	Wauquiez	110,000
'84	36'	Grnd Banks ..	135,000
'77	39'	Cal	76,500
'85	40'	Nauticat	185,000
'82	40'	Swift	96,500
'80	46'	Alaskan	155,000
'77	50'	Gulfstar	107,000

The Catalina 22, 25, 27, 30, 34, 36, 38 and 42

Capri 13, 14.2, 18, 22 and US Sabot

Morgan Yachts, Nauti Cat Motorsailers, the Niagara 35 and 41, and Nacra

EAGLE YACHTS Coyote Point Marina, San Mateo (415) 342-2838
FARALLONE YACHT SALES INC. Mariner Sq., Alameda (415) 523-6730

REPO HOTLINE

(415)
523-8502

Size	Manufacturer	Year	Description/Comments	Value	High Bid
POWER BOATS					
16'	Gaspar	'65	'85 115hp Evinrude O/B w/trlr	6,200	1,500
18'	SeaRay Seville	'85	170 OMC with trailer Sold	14,800	6,250
25'	Bayliner 2550	'81	225 hp w/Volva o/d, trlr, sunbrdg	17,800	9,500
32'	Broadwater	'74	Sprtfshr, 225 Chrys., flybrdg	32,500	4,000
SAIL BOATS					
18'	Hobie Cat	'78	Trailer, sails, clean.	3,500	1,950
20'	Pac. Seacraft	'85	Flicka w/i.b. dsl, clean Sold	36,500	21,250
25'	Pearsan	'67	O/B eng, nice overnighter. In S.F.	8,700	
28'	Rhodes Ranger	'60	Main, 2 jibs, needs o/b Sold	11,800	4,500
30'	Newpart Mkl	'68	9 sails, Autahelm, electronics	26,200	16,000
36'	Magellan	'78	Ketch rigged, dsl, exclnt lvabrd	54,000	30,000
40'	C&C	'81	Nicely equipt/maintained. Beautiful	116,000	62,000
41'	Yankee Clipper	'73	Great 2 couple cruiser, loaded	72,000	28,000
43'	Rogers Kiwi		IOR racer	130,000	
48'	Mapleleaf	'74	3 sails, 120hp Ford, some work	105,000	52,000

Soon to be released for sale: Power •35 Chris Craft '83•48' Angel '85•70' Tug
Unless otherwise noted, all boats are located in our storage yard, or at our docks at Mariner Square in Alameda — **CALL IF YOU NEED DIRECTIONS TO OUR OFFICE — (415) 523-8502**

PLEASE CALL TO OBTAIN THE LATEST RELEASES AND CURRENT BIDS FOR OUR POWER, SAIL, & HOUSEBOAT LISTINGS. TO BE PUT ONTO OUR MONTHLY MAILING LIST, COMPLETE THE FORM BELOW & SEND TO:

REPO HOTLINE, 2415 Mariner Square Dr., Alameda, CA 94501

Name: _____

Address: _____

Phone: (h) (_____) (w) (_____) _____

I am interested in: Power ☐ Sail ☐ Price range _____

Length: (20'-25', 25'-30', etc.) _____

Type: (Fish/Ski, Cruise/Roce, etc.) _____

12/88

Sale!

CORONADO 23 — 1974. Excellent condition: Sails, engine, porta, bat, pump. Sailaway: **\$4,250**

CHRIS CRAFT 36 — 1962. Classic, sound, needs cosmetics. Good decks/hull — will pass survey. **\$15,000.**

THUNDERBIRD 26 — Plywood, sails, extras. Good local class. **\$3,000.**

CHRIS CRAFT 55 — 1955. Great liveaboard. Diesel engines, needs varnish and paint. Owner may finance. **\$24,000.**

SEARAY 25 — 1968. Custom — new engine + MkII outdrive. **Loaded!** New trailer etc. **\$16,000.**

New DOLPHIN — 15 hp diesel engines with accessories in crates. "Super buy" for repowering. **\$2,500.**

PACEMAKER 50 — Sport fisher, custom — extensively equipped. **\$220,000.**

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*We have office space available
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NEW ZEALAND 45 1982

Fast cruiser. Excellent condition. Re-outfitted in 1987. Repainted spars. Roller furling North sail + #3 + genoa, spinnaker, mainsail by Hood. Large steering wheel. New VHF. B&G digital. New batteries. Hydraulic Navtec boom vang backstay. Main sail trim. New blocks. Winches rebuilt. Upholstery and more ... !

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\$155,000.00 or trade for high quality art



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Alameda, CA 94501

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SAIL BOAT BROKERAGE

SAIL STARTERS

20' Newport	4,500
★ 24' C&C	13,500
25' Cal	8,950
25' Catalina	14,900
25' Hunter	12,000
25' US	14,000
★ 27' Catalina	14,950

BAY & COASTAL CRUISERS

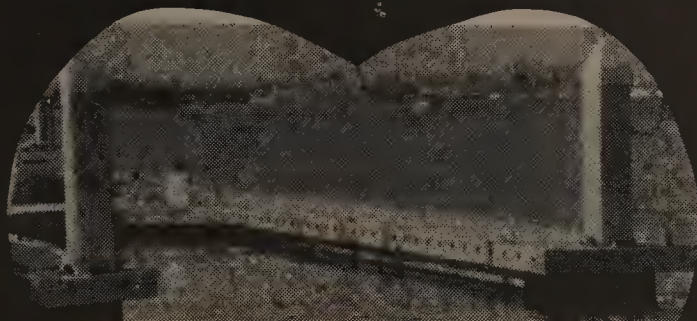
★ 27' Ericson(3)	19,500
29' Ericson	29,500
29' Ranger	19,800
★ 30' Hunter	30,000
30' Cal 3-30	29,950
★ 30' Ericson +	38,000
★ 30' Cal 9.2	33,000
★ 30' Pearson	24,950
★ 30' Pearson	49,950
30' Ranger	31,950
★ 32' Ericson	28,000
★ 32' Islander	43,000
33' Ranger(2)	34,500
★ 34' O'Day	49,950
★ 34' Wylie	43,000

LIVEABOARD/ CRUISERS

★ 31' Monsun	47,000
35' Ericson	37,500
36' Islander	57,500
★ 36' J/36	85,000
36' Pearson 365 ...	69,000
★ 37' C&C	99,800
38' C&C Landfall .	76,500
39' Cal II	76,500
40' Endeavour ...	99,000
★ 43' Amphitrite ...	162,500
43' Ron Holland ..	134,300
44' Peterson ...	130,000
44' Spencer	139,500
45' Lancer	125,000
★ 46' SeaStar	149,500
48' Cheoy Lee kch .	159,000

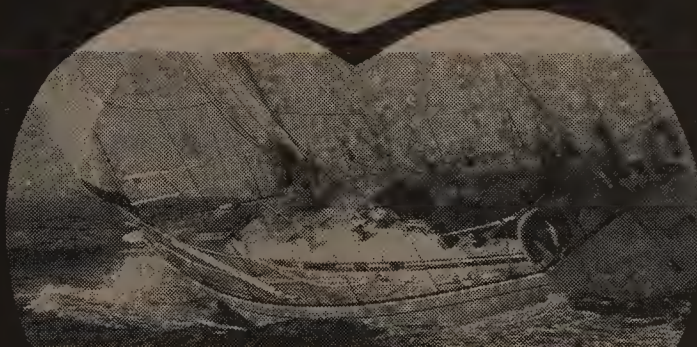
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WE'LL BET YOU
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Space is limited.



RON HOLLAND 43

Before you buy a Beneteau, Swan or any other
performance/cruiser, you owe it to yourself to look
at this one. She's built to the same formula
that has made the Scandinavian yards
so successful in recent years.
Only a couple of years
old. \$134,300



ENDEAVOUR 40' 'CELEBRATION'

An outstanding cruising tri-cabin sloop with a great
blend of comfort, safety and liveability. She
has most of the cruising gear including
autopilot and Loran C. Seller has
been transferred and is
now ready to "deal".
Inquire.

Sales:

Tom Plesha
Jack Meagher

SAIL BOAT CONTINUED

TRADITIONAL DESIGNS

★ 30' Alberg	(2)	27,250
★ 30' Cape Dory kch		34,950
★ 32' Westsail ... (2)		49,950
33' IC		17,000
★ 35' Cheoy Lee Lion		39,900
36' Cheoy Lee		75,000
38' Alajuela		79,000
★ 38' Hans Christian		89,500
40' Mariner kch ...		68,000

POWER BOAT BROKERAGE

TUGS AND TRAWLERS

★ 32' Eagle PH	69,500
★ 34' Golden Star ...	71,500
★ 36' Sea Horse ..(3)	69,950
39' Chien Hwa	97,800
41' PT	109,000
42' Grand Banks ..	155,000
★ 44' Marine Trader .	105,000

SEDAN & MOTOR YACHTS

★ 25' Sea Ray	\$29,950
26' Sea Ray	29,900
28' Fiberform	24,750
★ 26' Trojan	22,450
34' Sea Ray SB	115,000
35' Chris Craft ...	59,950
35' Viking	99,950
★ 36' Uniflite AC ...	97,000
★ 38' Bayliner	110,000
38' Chris Craft ...	174,900
40' Egg Harbor ...	159,500
★ 43' Viking	169,500
48' Pacemaker ...	138,000

SAUSALITO YACHT SALES

ARIES 32



We have one brand new **ARIES 32** at our dock ready for immediate delivery and priced at **\$59,500** with many extras including main & jib.



'82 **LANCER 36**. Bill Lee designed & built by Lancer in California, she is a good quality performance cruiser, rigged for singlehanded sailing.

A great value at **\$57,875**

SELECTED BROKERAGE

- 27' CAL 2-27, 1976, diesel \$22,500/Offers
- 28' ISLANDER 28, 2 available, '75 & '78, diesel ... \$28,000/\$25,000
- 29' BRISTOL 29, 1968, appealing design \$16,000
- 30' ERICSON 30, 1969, new main & roller furling jib \$25,000
- 30' ODYSSEY by Alberg \$25,000
- 32' ARIES 32, cruising gems — several available from \$34,500
- 32' FUJ1, 1976, beautifully maintained \$48,000
- 32' MARINER 32, f/g, full keel \$47,500
- 34' CAL 34, 1976, diesel \$44,000
- 35' CUSTOM STEEL cutter \$55,000/Offers
- 35' ERICSON 35, 1972, great Bay sailor \$38,000
- 35' GARDEN ketch, teak hull, diesel \$30,000
- 36' CHEOY LEE Luders, 1976, cruise/liveaboard \$49,500
- 36' ISLANDER 36, popular Bay boat (3) from \$45,000
- 36' MARINER, 1979, Perkins diesel Offers
- 36' PEARSON 365, '76, Westerbeke dsl, VHF, AP, Loran, SatNav, log, KM, WD, WS, refrig, gd sail inventory, + + Asking \$65,000
- 38' BRISTOL, 1967, great shape \$42,500
- 38' HOOD, 1982, tri cabin \$99,000
- 40' CONCORDIA YAWL, 1957, cherry throughout \$65,000
- 41' NELSON/MAREK, 1982, wheel . . . a winner! \$95,000
- 41' SEA TIGER, ketch, bluewater cruise and liveaboard . . . \$79,000
- 42' PEARSON 424, an outstanding cruising yacht \$125,000
- 43' C&C, 1973, lots of new gear & sails \$80,000
- 44' CHEOY LEE ketch, 1979 \$139,000
- 44' LAFITTE 44, 1979, well-maintained \$147,000
- 52' CHEOY LEE M/S, 1982, profes. maintained \$315,000
- 62' LAPWORTH, designed sloop, 1967, \$295,000

PLEASE CALL FOR ADDITIONAL POWER & SAIL LISTINGS

BAY & HUMBOLDT STREET, SAUSALITO (415) 332-5000

STANFORD UNIVERSITY SAILING PROGRAM

ANNOUNCES

VESSELS FOR SALE

The Stanford University Sailing Program announces the sale of several vessels. These yachts are in excellent to good condition. All were donated to benefit our sailing program. Some of these boats are being rotated from our active fleet to allow for new acquisitions; while others were donated to help us underwrite the costs of **National Collegiate Sailing Championships in 1988**. Special terms available on certain vessels.

SAIL	Lngh	Yr.	Hull	Make	Price
	47'	'69	Wood	Garden Ketch	\$89,000
	46	'68	Wood	Kettenberg	75,000
	43'	'47	Wood	Fellows & Stewart	50,000
	40'	'79	Glass	Swift	80,000
	36'	'70	CldMldCstm	'one-of' sloop	37,000
	36'	'74	Glass	Islander	45,000
	32'	'65	Glass	Columbia Sabre	6,500
	28'	'62	Glass	Pearson/Triton	14,000
	27'	'72	Glass	Cal	8,000
	27'	'76	Glass	Mull 1/4 Ton	13,000
	26'	'79	Glass	Chrysler w/trlr	15,000
	25'	'81	Glass	MacGregor & T	8,000
	24'	'72	Glass	Venture & T	2,900



*For More Information
Contact:*

**JOE PETRUCCI
OR
MICHAEL DONOVAN
(415) 723-2811**

SAIL — CONT'D

Lngh	Yr.	Hull	Make	Price
24'	'82	Glass	J/24	8,000
24'	'79		J/24	10,000
23'	'74	Glass	Aquarius & T	4,900
18'	'75	Glass	Flying Scott	1,500
22'	'74	Glass	Catalina	3,900
19'	'63	Glass	O'Day Mariner & T	1,500
20'	'80	Glass	Torano Catamaran	2,000
16'	'76	Glass	Parker 505 & T	3,500
16'	'72	Glass	Parker 505 & T	3,000
16'	'76	Glass	Contender & T	2,000
POWER				
33'	'60		Trojan, Twn DSL	14,000
30'	'66	Wood	Owens	29,000
OTHER				
18'	'77	Wood	Rowing Dory	1,500

MILANO YACHTS

**DISTINCTIVE NEW &
PRE-OWNED CRUISING YACHTS**

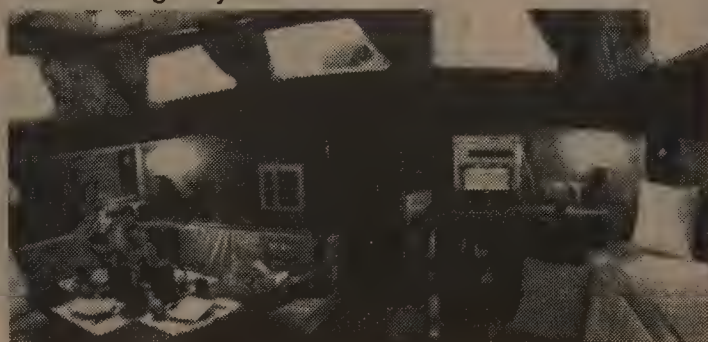
"SAMADHI"



This proven world cruising ketch was built and fitted out in Europe to the most exacting standards with no expense spared. The standing rigging is 316 stainless fitted with Swedish "Hasselfors" hardware. There are 10 bags of sails, 8 winches, a 120hp Ford Lehman diesel and a 7hp BMW 3KW generator. Navigation equipment includes a Walker satellite system, Furuno FR 360-36 mile radar with alarm, Auto-pilot, Icom VHF transceiver, 2 compasses, VDO wind

TRANSPAC 49 Mk. II

and log instruments with repeaters, depth sounder, plus a host of optional extras. Accommodations include a forward stateroom, port stateroom, forward head with shower, main salon and galley, navigation station, and aft stateroom with head and separate shower. The furniture is of teak with high quality accessories and a teak and holly cabin sole. The galley includes a propane stove and oven, hot and cold pressure water, foot pumps, countertops of marble and extensive locker space. The yacht has been maintained to a very high standard and will more than satisfy the most discerning buyer.



\$ 190,000



RAFIKI 35

This cruise design has all the upgrades including an anxious seller. Dodger, diesel wheel, cored hull. 3 sails a comfortable off shore sailer. Wind vane and auto pilot for long passages..

\$65,000

CHEOY LEE 28

Center board sloop Classic cruiser with teak decks, large cockpit and wheel steering. H/C water, dinette, new fabric cushions, FWC Volvo diesel engine and Cheoy Lee quality.

\$ 29,500



C & C RACE OR CRUISE

24' C & C 24.....	14,000
26' C & C 26.....	25,000
27' C & C 27.....	25,000
30' C&C 1/2 Ton.....	23,000
30' C&C 1/2 Ton.....	18,000
30' C&C 30.....	38,950
34' C&C 34.....	54,700
35' C&C 35 MK II.....	49,500
36' C&C 36.....	62,500
38' C&C.....	76,500
40' C & C.....	120,000
40' C&C 40.....	110,000

CLASSIC CRUISERS

23' Bear Boat.....	10,500
27' Nordic M/S.....	20,000
38' Challenger.....	68,000
60' English Ctr.....	95,000
45' Spaulding.....	99,000

COSTAL CRUISERS

29' Ranger.....	21,900
32' Ericson.....	29,850
33' I/I Design.....	17,000
33' Yamaha.....	37,000
34' Hunter 34.....	49,500
35' Bristol 35.5.....	63,000

OFF SHORE

28' Cheoy Lee.....	29,500
28' Southern Cross.....	25,900
31' Monsun.....	47,000
32' Challenger.....	35,000
33' Freedom.....	79,000
34' Columbia.....	34,000
34' Cal.....	31,000
34' Coronado.....	27,500
35' Niagara 35.....	89,500
35' Coronado.....	48,000
35' Fantasia.....	69,000
35' Ericson.....	40,000
35' Rafiki.....	68,500
36' Pearson 365.....	65,000
36' Watkins.....	77,500
36' Cutter.....	56,500
37' Rafiki 37.....	85,000
37' Trismus.....	45,000
37' Steel Cutter.....	69,000
38' DownEast.....	79,900
38' Han Christen.....	
39' Lancer 39 M/S.....	88,500
40' S/SCustom 40.....	130,000
41' Cheoy Lee.....	89,500
43' Kettenburg 43.....	62,000

45' Explorer.....	110,000
46' Formosa 46.....	99,500
46' Morgan 46.....	150,000
47' Cheoy Lee.....	90,500
47' Cheoy Lee.....	115,000

STARTERS

22' Catalina.....	6,000
22' Columbia.....	4,900
22' Santana.....	5,250
23' Ericson.....	8,500
23' Ranger.....	9,500
24' Windward.....	5,200
25' Bahama.....	9,800
25' Cal 2-25.....	23,000
25' Cal 25.....	\$19,500
25' Capri.....	8,500
25' Catalina.....	14,900
25' Ericson.....	13,500
25' O-Day 25.....	\$11,000
25' Pac. Seacraft.....	18,000
26' Columbia MK II.....	7,500
26' Dawson 26.....	14,000
26' Ericson.....	7,500
26' Pearson.....	9,000
27' Cal 2-27.....	16,500

27' Cal 2-27.....	24,000
27' Catalina.....	15,500
27' Coronado.....	9,500
27' Sun 27.....	17,000
28' Newport.....	20,000
29' Ericson.....	25,700
30' Catalina.....	35,000
30' Islander MkII.....	28,000
30' Pearson 30.....	26,800

PERFORMANCE

24' Nightingale.....	9,500
27' Contest.....	17,350
27' Santa Cruz.....	14,000
28' Mair 28.....	18,500
30' Olson 30.....	24,000
30' P/J 1/2 Ton.....	36,500
30' Pearson Flyer.....	Trades
31' Peterson 1/2T.....	
33' Peterson.....	43,950
33' Rodgers 3/4Ton.....	39,500
34' Dash 34.....	38,500
34' Wylie 34.....	49,500
36' Custom Peterson.....	62,500
55' Swede 55.....	99,500

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KERMIT PARKER YACHT BROKERAGE

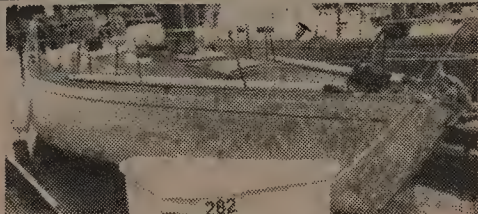
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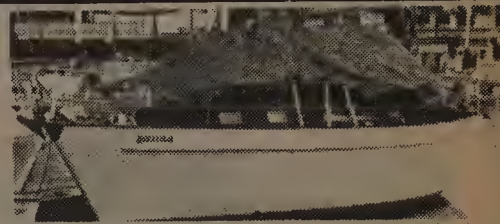


SWAN 44. Perkins 4-108 diesel. Teak decks, diesel heater, 10 bags sails, Sat-Nav, Loran. **\$159,000**



40' VAN DER STADT "Trintella" Ketch. Well proven Atlantic cruiser. B&G instruments, radar, 10 bags sails.

Try \$65,000



'84 VINDO 35. Two staterooms, loaded w/ cruising gear incl'd'g radar, Loran, Weatherfax, AP. **\$75,000**



32' ATKINS Gaff Rigged Ketch. Excellent cruiser and/or Master Mariner classic.

Make Offers



38' FISHER North Sea Trawler

Twin Turbo dsls, 16k + .
Nicely equipt incl'g radar,
2 dbl staterooms.

Asking \$127,500

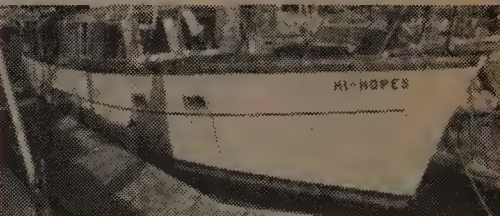


30' BERMUDA Ketch by Cheoy Lee. Teak hull, excellent Bay & coastal cruiser. Nicely equipped.

Asking \$27,000



29' CASCADE FIG Sloop. Westerbeke dsl, 14' cockpit; excellent for daysailing or fishing for large parties. **Asking \$9,750**



33' TRADEWINDS Motorsailer. Extremely well proven cruiser. Sturdy and comfortable. Out of state owner must sell.

Reduced to \$19,900



31' CHEOY LEE Offshore Ketch. Classic looks in easy maintenance f/g. Diesel i/b, new sails in '87. Well-maintained.

\$28,000 Offers Good buy!



HERRESHOFF 30 Ketches (2). Modified from famous H-28 pocket cruiser. Both well-equipped and nicely maintained.

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23' BEAR BOAT. Famous Bay class. Seven bags sails, o/b.

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28' Classic MONTEREY. 71hp Detroit dsl. Inside/outside steering stations. A true Monterey.

\$5,800



32' DOWNEAST Cutter. Yanmar dsl, AP, sleeps 6, 6'4" headroom. Well-laid out for liveboard/cruising. **Excellent Price:**

\$37,500



38' PACEMAKER Sportsfisher. Twin V-8's. Excellent liveboard.

\$17,500

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BEST BUYS IN BROKERAGE

We know every Express 37 on the West Coast because we sold almost of them new. 'GREYBEARD' and 'FOGHEAD' are two of the very best. They represent not only thoughtful, high quality outfitting for their owner's purposes, but excellent value to you.

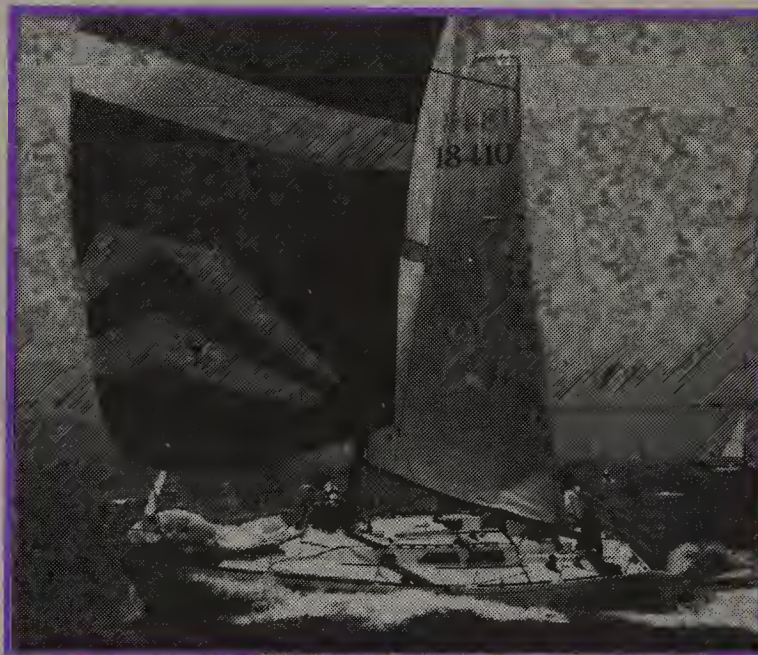


BLUE WATER CRUISING — 'GREYBEARD'

(1985) was outfitted to the highest standards by an experienced blue water cruising sailor. She requires nothing to sail to the "latitudes": B&G Hornet & Hector systems, Northstar Loran, Magnavox SatNav, AMS autopilot, Maxi VHF, Lewco alternator controller, six person liferaft, Zodiac dinghy with outboard, custom storage, steering, refer, h&c pressure with shower, 110 with charger, nine self-tailing winches, spinnaker gear, Max prop, custom jib down-haul, seven bags Sobstad sails, much more. She is for sale due to family illness and a superb value at **\$117,500**. Call for an appointment to inspect her now.

ONE-DESIGN RACING — 'FOGHEAD'

(1985) is your boat for one-design racing. Outfitted for the owners by Chris Corlett to spearhead the Express 37 one-design fleet, 'Foghead' has proven herself a long term winner: 1985 PHRF first in division, 1985 One-Design Champion, with a long list of hardware gathering since then. Her owners have maintained her beautifully. We even showed her in boat shows after several seasons of racing. She has all the Express cruising amenities: h&c pressure with shower, CNG stove with oven, 110 with cord and charter, f.w. cooled diesel. She's ready to race with Signet 1000 and 1500, two compasses, VHF, "grand prix" racing package, Navtec hydraulics, one-design + sail inventory by Sobstad: main, 3/4 oz tri-radial, 85% mylar storm jib with brand new mylar 150% and mylar blade. Epoxy/micron bottom new in summer 1987. Owner's relocation makes her seriously for sale at **\$120,000**. Shown by appointment.



Call us today to inspect these Express 37 Best Buys
or the new interior Express 37

EXCLUSIVE CALIFORNIA DEALERS FOR EXPRESS YACHTS

CORLETT  BLASIER

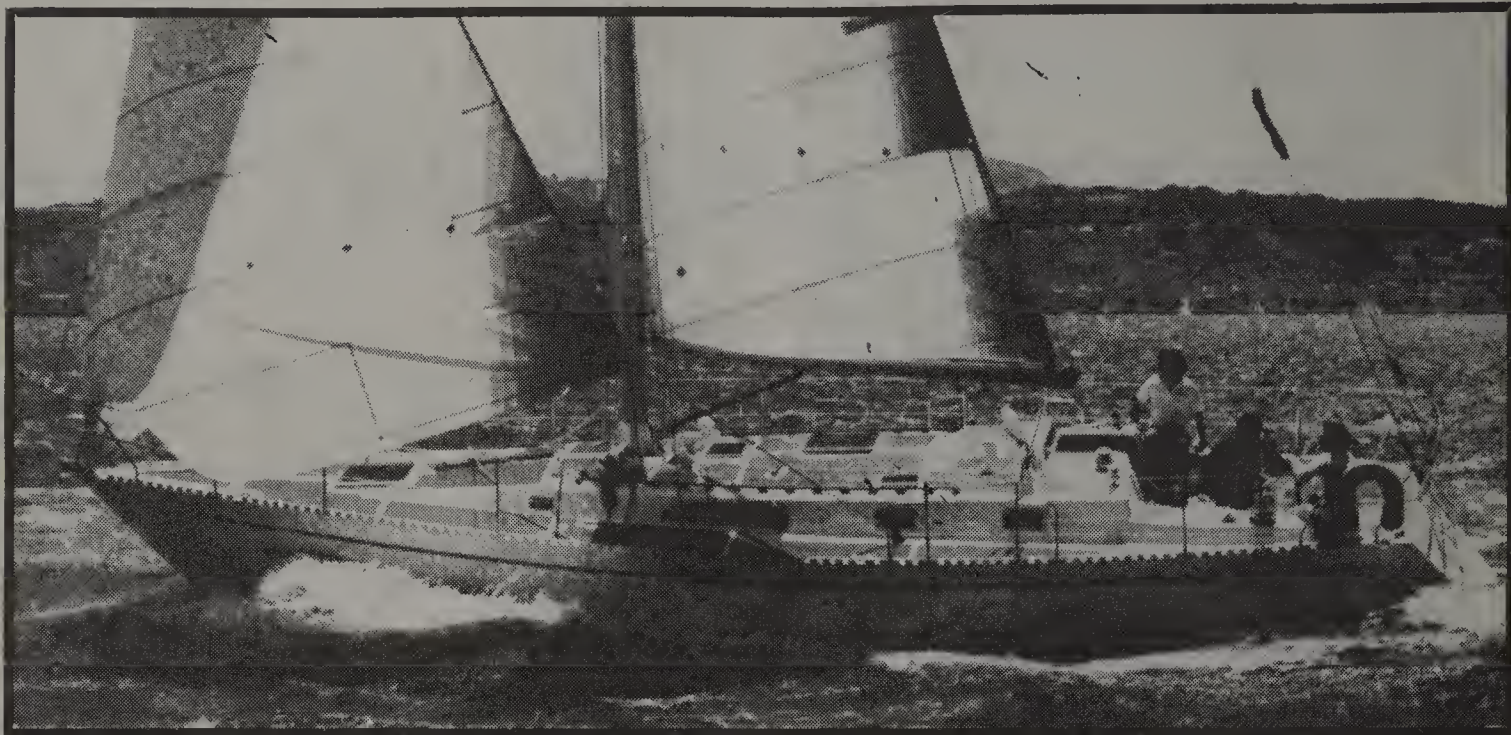
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DON'T GAMBLE

Let's be honest — the purchase of a boat is not an every day affair for your average sailor. The purchase of your *next* boat represents the culmination of dreaming, studying — and for some — a bit of saving. So why would you take a chance? Shouldn't you buy a sure thing?



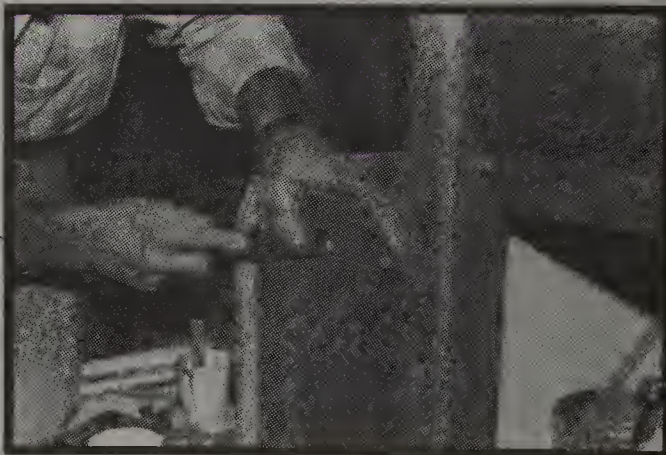
NORDIC 44 UNDER SAIL

NORDIC . . . *the sure thing.*

For many years Nordic Yachts has been building hand-crafted yachts of the highest acclaim in Bellingham, Washington, and their reputation is well-deserved. The boats have the look of a modern racer — but don't let that scare you away, for that is only the pedigree. Down below, you will find a yacht that is built for comfort; but, more importantly, you will find a beautifully finished yacht built *by sailors for sailors*. Strange as it may sound, some boats are put together by people who do not have a clue as to what they are building or how it is to be used, so don't take a chance.

Now, more than ever, it is important to realize that the price you pay for something should be based on the quality of the product — *not* the exchange rate. Don't risk paying too much just because of the fluctuating dollar. Today a new Nordic represents the best value bar none. For example: A fully commissioned Nordic 40 costs \$18,000 less than a Passport 40 or \$39,000 less than the Norseman 40. You can even buy a Nordic 40 for the same price as a Sabre 38!

Let our 19 years of experience in the boat business on San Francisco Bay guide you through the process of obtaining the proper yacht for your needs. And, more importantly, be assured — when you're working with the Nordic / City Yachts team it's a sure thing. There is no gamble involved.



Cityyachts

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